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## American Railroad Journal.

New York, Saturday, June 13, 1868.

### A New Work on Railroads.

We acknowledge a valuable contribution to railroad literature in a volume by Mr. HENRY V. POOR, entitled "A Manual of the Railroads of the United States." The work presents full exhibits of the organization, route, length, cost, earnings and expenses of each road in the country, (about 600 in all,) with elaborate statements of stock, debts, revenue, tonnage, traffic, &c., &c., of all the leading lines, and covering periods of six to seven years. To the body of the work is an appendix, showing the amount and various classes of the debt of the United States for eight years, commencing with 1860; also elaborate statements of the financial condition and debts of the several States.

The work is introduced by a sketch of the rise and progress of internal improvements in this country, from the canal first undertaken to connect the Mohawk with the waters flowing into Lake Ontario, to the present time, with the dates of the opening of the more important lines of

railroad, by means of which the great railroad system of the country has been rendered so vast and complete.

From the opening of the first railroad in 1830 to the close of 1855, 1,098 miles of line, but of the rudest structure, were opened. The progress of these works since that period is shown in the following statement copied from page 19 of the Manual:

Year.	Miles in operation.	Annual increase of mileage.
1835 .....	1,098	...
1836 .....	1,273	175
1837 .....	1,497	224
1838 .....	1,913	416
1839 .....	2,302	389
1840 .....	2,818	516
1841 .....	3,535	717
1842 .....	4,026	491
1843 .....	4,185	159
1844 .....	4,377	192
1845 .....	4,633	256
1846 .....	4,930	297
1847 .....	5,599	669
1848 .....	5,996	397
1849 .....	7,365	1,369
1850 .....	9,021	1,656
1851 .....	10,982	1,961
1852 .....	12,908	1,926
1853 .....	15,360	2,452
1854 .....	16,720	1,360
1855 .....	18,374	1,654
1856 .....	22,017	3,643
1857 .....	24,508	2,491
1858 .....	26,968	2,460
1859 .....	28,789	1,821
1860 .....	30,635	1,846
1861 .....	31,256	621
1862 .....	32,120	864
1863 .....	33,170	1,050
1864 .....	33,908	738
1865 .....	35,185	1,277
1866 .....	37,017	1,832
1867 .....	39,244	2,227

The least number of miles opened in any one year was 159 miles, in 1843; the greatest in 1856, when 3,643 were opened. In the first year of the war, the mileage constructed fell off to 621 miles.

From the opening of the first railroad, in 1830, to the acquisition of California, in 1848, a period of 19 years, 5,996 miles of line were constructed, being an average of 316 annually. From the date of that event up to the breaking out of the Civil War, a period of 12 years, 24,639 miles were

constructed—being an annual average of 2,051 miles. From the last date to the present, 8,587 miles have been opened in a period of seven years, or 1,227 miles annually. The mileage opened the past year exceeds the average of that from 1849 to 1861.

The progress of the traffic of the railroads of the country has been quite as astounding as has been that of their mileage. Mr. POOR, in his work, estimates upon what appears to be the most reliable data, that the tonnage of the railroads the past year equalled 78,568,000 tons! At an estimated value of \$100 per ton, the value of this tonnage equalled \$7,856,800,000. As marvellous as these results seem, the rapidity with which the tonnage increased is still more marvellous. From the tables contained in the book, it is demonstrable that the tonnage of the railroads of the United States has doubled since 1860. Such increase, Mr. POOR remarks, "explains the wonderful strength displayed by the United States in the recent gigantic Civil War, and the equally wonderful recuperation of the country since the return of peace. Such increase demonstrates the entire capacity of the Nation to bear almost without feeling them, all its financial burdens. From the present time the population of the country will increase at the rate of 1,000,000 annually. The increase of their productive power is probably in three-fold ratio to that of the population. Within ten years, the value of the internal commerce of the country borne upon railroads will equal \$15,000,000,000. With such a commerce, and with a corresponding wealth, the present burdens, great as they now are, will sink into insignificance and cease to be felt."

The earnings of all the railroads of the United States, the past year are shown to equal \$340,000,000, a sum very nearly equaling 25 per cent. of their total cost—a sum which equals just about \$10 per head of our population. Their net earnings have equalled about 7 per cent. of their cost.

We can give only a brief sketch of the work, as the matter is so stated as not to allow condensation. The author has rendered a most valuable service to the great interest we have so long represented, and we commend the work to the attention of those who desire to possess in a com-



part form a description of our railroads, with statements of their financial condition, and the marvellous results they have achieved. \*

#### Chicago, Rock Island and Pacific Railroad.

Pursuant to adjournment, a meeting of the eastern stockholders of this company was held at the Sherman House, Chicago, at 11 o'clock A. M., on the 5th inst., M. C. Goudy, Esq., in the Chair. The minutes of last meeting were read and approved. The committee appointed at the previous meeting to report a detailed list of stockholders represented in the meeting, entitled to vote, submitted a list comprising 73,503 shares. The meeting then adjourned to meet at the office of the company at the depot at 2:30 P. M., the same day.

At the afternoon session the eastern stockholders were joined by J. F. Tracy, E. Cooke, G. L. Davenport, J. L. Coffin, A. Kimball, Benj. F. Allen, and E. A. McNair. It was voted that the meeting proceed to elect directors for the ensuing year. A ballot for a Board of Directors then took place, with the following result: J. F. Tracy, Chicago; E. Cooke, Davenport; W. F. Coolbaugh, Chicago; W. H. Appleton, New York; B. F. Allen, Des Moines; David Dows, New York; F. H. Tows, New York; George L. Davenport, Davenport; Robert A. Forsyth, New York; Wilson G. Hunt, New York; Oliver Charlick, New York; David Crawford, Jr., New York; N. B. Curtis, Peoria.

The following resolutions were offered, and unanimously adopted:

*Whereas*, On the 4th day of June, 1868, the Board of Directors of the Chicago, Rock Island and Pacific Railroad Company consisted of John F. Tracy, William F. Coolbaugh, Ebenezer Cook, F. H. Tows, B. F. Allen, George L. Davenport, A. Kimball, Edward A. McNair, John L. Coffin, Oliver Charlick, David Crawford, Jr., N. B. Curtis, and Robert A. Forsyth; and

*Whereas*, On said day the said A. Kimball, Edward A. McNair and John L. Coffin expressed a desire to resign their positions in said Board, and a committee representing the stockholders composing the meeting suggested that W. H. Appleton, Wilson G. Hunt and David Dows would be proper persons to fill the vacancies thus created; and,

*Whereas*, At a meeting of said Board of Directors, held at the office of said company in the City of Chicago, on the 5th day of June, 1868, A. Kimball resigned his position as a member of said Board and W. H. Appleton was elected to fill the vacancy thus created; and E. A. McNair resigned his position as a member of said Board, and David Dows was elected to fill the vacancy thus created; and John L. Coffin resigned his position as a member of said Board, and Wilson G. Hunt was elected to fill the vacancy thus created; and,

*Whereas*, A vote shows that John F. Tracy, W. H. Appleton, Wilson G. Hunt, David Dows, Wm. E. Coolbaugh, Ebenezer Cooke, F. H. Tows, B. F. Allen, Geo. L. Davenport, Oliver Charlick, David Crawford, Jr., N. B. Curtis and Robert A. Forsyth are the unanimous choice of the holders of stock represented in this meeting for Directors of said company for the year ending on the first Wednesday in June 1869; therefore,

*Resolved*, That the said persons last above mentioned are chosen and declared to be the Board of Directors of the said company for the year ensuing; and,

*Whereas*, The shareholders here present, representing the majority of the capital stock, desiring to terminate all doubts as to their policy and objects, hereby

*Resolve*, That the issue and sale of 49,000 shares of the capital stock under the resolution passed

by the executive committee on the 13th of September last, be and is hereby confirmed and approved, and further ordered that the directors are hereby instructed to complete the line to Council Bluffs with the least possible delay consistent with the economical prosecution of the work.

*Resolved*, That the best interests of the company require the immediate dismissal of all suits against it and its present or former officers, or any of them, on account of the additional issue of the 49,000 shares of stock, and that all injunctions and orders for a receiver should be immediately discharged, and the Board of Directors be requested to take such measures as will in their judgment most speedily accomplish these ends, and, so far as may be necessary, to defend and save harmless the present or former officers of the company, or any of them, from all liability on account of the issue and sale of said shares of stock, the Board of Directors are hereby directed and the company undertakes so to do.

*Resolved*, That a majority of the stockholders of this company, represented at this meeting, do not object to the provisions of the law of Iowa passed at the last session of the Legislature, except so far as the same relates to freights and tariffs, but on account of the last-named provisions we are constrained to dissent from said act.

*Resolved*, that the interests of this company require that the transfer books be opened and kept in the City of New York as soon as it can be legally done.

On motion, the meeting then adjourned *sine die*.

Previous to the afternoon meeting of the stockholders the Board of Directors convened in the Superintendent's room. President Tracy occupied the chair.

A. Kimball resigned his position of director, and W. H. Appleton was elected to fill the vacancy.

The resignation of Mr. Kimball created a vacancy in the Executive Committee, and W. H. Appleton was elected to fill it.

E. A. McNair then tendered his resignation as a director, and, on motion, David Dows was elected to fill the vacancy thus created.

John L. Coffin resigned his position as director, and Wilson G. Hunt was elected to fill the vacancy.

The following are the names and places of residence of the officers of the company:

President—John F. Tracy, of Chicago.

Secretary—Ebenezer Cooke, of Davenport.

Assistant Secretary—Francis H. Tows, of New York.

Treasurer—William F. Coolbaugh, of Chicago.

Executive Committee—John F. Tracy, William F. Coolbaugh, W. H. Appleton, Ebenezer Cooke and B. F. Allen.

#### Grand River Valley Railroad.

Grand Rapids, Michigan, has voted almost unanimously to loan the Grand River Valley R.R. Co., \$100,000 to aid in the construction of the road. Track laying has commenced at Rives Junction on the Jackson, Lansing and Saginaw Railroad. Half a mile of iron was put down the first day and properly ballasted. The track will be ballasted as much as possible as fast as the iron is laid. The officers of the company think that the road will be opened to Eaton Rapids by the 4th of July.

The Camden and Amboy Railroad Company have ordered a thousand tons of steel rails from Sheffield, England, which are now in process of delivery. More than a mile of these rails was laid near Bordentown, on this road, about a year ago. These show no signs of wear as yet,

#### North Pennsylvania Railroad.

The earnings of this company in the fiscal years ending October 31, 1866 and 1867, were:

	1866.	1867.
From passengers .....	\$330,059 46	\$344,573 61
“ coal .....	217,608 49	162,073 17
“ pig iron .....	32,019 73	45,083 22
“ through lumber ..	21,770 96	18,313 28
“ local freight ....	190,563 24	209,624 20
“ through freight..	90,466 96	98,742 79
“ mails .....	3,215 00	3,215 00
“ rents, etc. ....	12,683 98	10,431 60

\$898,328 42    \$892,056 87

#### Expenses, viz:

Maintenance of way...	\$145,202 95	\$127,186 35
Motive power .....	146,555 36	144,382 68
Maintenance of cars...	50,765 29	63,240 75
Conducting transp....	144,357 90	152,199 93
General expenses.....	32,831 92	27,831 13

\$519,713 42    \$514,840 84

Net earnings .....

From which deduct—

Coupons .....

Interest on scrip .....

Ground rents and interest on mortgages ...

U. S. and State taxes..

\$233,716 21    \$233,276 15

Less interest earned ...

\$229,831 46    \$226,759 27

Balance to profit and loss .....

.....\$148,783 54    \$150,456 76

Compared with the fiscal year ending October 31, 1866, the gross earnings show a decrease of \$6,271 55, with a decrease in expenses of \$4,872 58—making a decrease in net earnings of \$1,398 97. The profits, after deducting all expenses, renewals, repairs, interest and taxes, show an increase of \$1,673 22. The proportion of expenses to earnings is 57.71 per cent.

A dividend of five per cent. has been declared payable in scrip, bearing no interest, and convertible, on and after May 1, into the 7 per cent. mortgage bonds of the company, in sums of \$500.

The amount paid for construction during the fiscal year has been as follows: new sidings, \$5,354 36; water stations, \$3,808 40; passenger and freight stations, \$6,966 64; engine house at Berks street, \$2,229 66; passenger house at Berks street, \$18,244 67; fencing, etc., \$2,562 11—total, \$39,165 84.

The payments on account of equipment, were \$57,994 93, and include \$15,983 for one ten-wheeled coal burning freight engine, having steel tires, but without tender, and \$25,134 05 for four first class double saloon passenger cars, and one passenger and mail car, and \$16,877 88 for new freight and road cars, including one milk car. The Superintendent in his report says:

The most important improvement made upon the line in the past year is the new station house at Bethlehem, which has been brought into use since the fiscal year closed. It was first occupied on the 18th of November, 1867. This building, which is a first class passenger station house, 100 feet by 44, is very well constructed and conveniently arranged. It is both lighted with gas and supplied with water. It has been erected at the joint expense of the North Pennsylvania and Lehigh Valley Railroad Companies, with a public room for the use of both roads, and separate offices for each. The building is of brick, with a slate roof, and the floors and the spacious platforms are made very solid, by being filled in with cinder between the joists.



This improvement has been long needed, and its completion has given great satisfaction to the citizens of Bethlehem.

At several of the way stations considerable improvements have been made to accommodate the constantly increasing way business of the road.

Enterprising and energetic parties are erecting blast furnaces for smelting iron ore, at Edge Hill and at Hellertown, which will hereafter furnish a large amount of tonnage.

In the month of September, 1867, the Lehigh Coal and Navigation Company completed their railroad bridge across the Lehigh at Bethlehem, to connect with our road; and on the 25th of November, the first coal train from Mauch Chunk, by their new railroad, passed over the bridge. It is expected that passenger trains will be put on in February.

The Lehigh and Lackawanna Railroad was opened for use a short time ago, from Bethlehem to Bath and to Chapman, a distance of about fourteen miles, and our road is already receiving some new business from that source.

As is shown by the tabular statements, the passenger business upon the North Pennsylvania Railroad has been unusually good in the past year, and yet about two-thirds of the net earnings have been derived from freight. The growth of the local business is one of the most encouraging features of the trade.

698,359 passengers were carried; of whom 21,960 were through passengers carried to the Lehigh Valley Railroad, 22,267 were received from that road, and 654,132 were local passengers. The whole travel of the year was equal to 225,714 through passengers; and the through travel, carried in connection with the Lehigh Valley Railroad, was less than twenty per cent. of it. To and from Mauch Chunk, 5,615 passengers were carried; to and from Wilkesbarre, 6,321; Easton, 8,166; Allentown, 12,569; and to and from way stations on the Lehigh Valley Railroad, 10,178. A small number went to other points. The aggregate increase of this class of travel in the year was only 2,486 passengers, while the increase in the total number of passengers carried was 45,051.

In the past year great facilities have been given to the travel between Philadelphia and Wilkesbarre. Since the 8th day of May last, morning and evening trains, making close connections, have been run in both directions; very comfortable cars have been run through without change, and the line has been extensively advertised. The result thus far has been that the travel has increased from 5,232 passengers in 1866, to 6,321 in 1867; being an increase of 1,089 passengers, or about one passenger per train. These facts are not stated to disparage the through travel, or to argue against proper efforts for its accommodation, but to show in a striking light that the main strength of the North Pennsylvania Railroad is in local business, of which it is not likely to be deprived by any future competition. The distance from Allentown to Philadelphia, by the proposed Perkiomen Railroad, will be more than nine miles longer than by our line.

The connection with the Connecting Railway at Tioga street was brought into use a short time ago, and it is found to be of considerable service in delivering coal by steam power, which would otherwise have to be hauled by mule teams.

The milk business continues to increase, and in the last year it exceeded two millions of gallons, and paid nearly forty thousand dollars.

Great efforts have been made in the past season to give the public ample accommodations, both for the passenger and freight business, and the aggregate traffic in both branches is larger than in any former year.

Additions to the rolling stock have been made since the fiscal year closed; consisting of two very superior coal burning passenger engines, twenty-five eight-wheeled box cars, and a number of platform cars.

The 23 locomotives in use on the road during the year ran 843,023 miles, viz: with passenger

trains, 209,144; with freight trains, 133,879; at an average cost for passengers of 23.2, and for freight 26.2 per mile. Number of passengers carried, 698,359; do., carried one mile, 12,188,701, equal to 225,714 through passengers. Tons of freight moved one mile, 13,691,447.

#### CONDENSED BALANCE SHEET.

Capital stock .....	\$3,150,000 00
Six per cent. bonds .....	2,500,000 00
Ten per cent. bonds .....	360,000 00
Seven per cent. bonds .....	276,500 00
Scrip issued for six per cent. coupons .....	138,349 00
Scrip issued for 10 per cent. coupons .....	17,305 00
Ground rents and mortgages .....	155,395 49
Six per cent. coupons unpaid .....	1,392 50
Ten per cent. coupons unpaid .....	1,075 00
Interest on scrip unpaid .....	175 23
Accounts unpaid .....	70,880 11
Dividend No. 1 .....	5,230 00
Scrip issued for dividend .....	2,332 50
Profit and loss .....	196,668 12
	\$6,874,802 95

Right of way .....	\$215,318 50
Construction .....	4,887,081 33
Equipment .....	723,216 65
Depots, shops and stations .....	231,833 88
Telegraph .....	4,967 39
Real estate .....	474,941 84
Trustees' general mortgage .....	2,600 00
Scrip Delaware Mutual Ins. Co. ....	260 00
Seven per cent. bonds .....	18,605 94
Loans .....	154,750 00
Unpaid accounts .....	24,427 57
Stores .....	80,943 88
Cash .....	55,855 97
	\$6,874,802 95

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C. Kent, Charles W. Wharton, Edward Roberts. City Directors.—Jacob Riegel, Oliver H. Wilson.

Treasurer.—WILLIAM WISTER.

Secretary.—EDWARD ARMSTRONG.

Engineer and Supt.—SOLOMON W. ROBERTS.

#### Fishkill Railroad.

The following is a copy of an act passed by the New York Legislature on the 29th of April, 1868, authorizing the construction of a railroad from the end of the Long Wharf, on the Hudson River, in the town of Fishkill, Dutchess county, to Matteawan, in said town:

SECTION 1. All persons who shall become stockholders, pursuant to this act, shall be, and they are hereby constituted a body politic and corporate by the name of the "Fishkill Railroad Company," for the purpose of constructing, and they are hereby authorized to construct and lay a railroad track or tracks, with the necessary turnouts, commencing at the west end of the "Long Dock," at the Hudson River, in the town of Fishkill, Dutchess county, and running thence to the depot of the Hudson River Railroad Company, and also to Matteawan, with the right to extend the same to Fishkill village, to run through and upon such streets and roads as may be necessary, by restoring the same to their original state of usefulness.

Sec 2. Nicholas H. Strippel, Homer A. Nelson, Augustus Hughson, James G. Powers, Richard Kenworthy, John J. Monell, Joseph Howland, D. W. Gitchell, John P. De Wint, Walter Breet, John B. Schenck, John Faulkner and Willard H. Mase, when they shall become stockholders in said company, shall constitute the first board of directors, who shall hold their office until after the first annual election.

SEC. 3. The capital stock of the said company shall not exceed the sum of thirty-five thousand dollars, divided into shares of fifty dollars each; the directors hereinbefore named, shall be commissioners, whose duty it shall be to open books to receive subscriptions, to the capital stock of said company, and to receive such subscriptions and issue stock in accordance with the rules which they may adopt.

SEC. 4. Such railroad shall be constructed on the most approved plan for the construction of street railroads, and the track of such road shall be laid flush with the surface of the street, and shall conform to the grade thereof, and the said company shall keep the surface of the street inside the rails, and for one foot outside thereof, in good and proper order and repair.

SEC. 5. The cars on said railroad shall be drawn by horses, and shall be drawn as often as the public interest may require, and shall be completed within two years, and the powers and privileges hereby granted are limited to fifty years.

SEC. 6. No greater amount than ten cents shall be charged for riding the whole length of said road.

SEC. 7 The said company shall possess all the powers and privileges conferred upon railroad companies by the general railroad act, passed April second, eighteen hundred and fifty, and the further organization and regulation of said railroad company shall be subject to all the provisions of the said general railroad act, not inconsistent herewith, excepting the following sections, and any amendments thereof, namely: sections one, two, three, four, twenty-seven, thirty-four, thirty-seven, thirty-eight, thirty-nine, fortieth, and forty-fourth. The said corporation shall make an annual report to the State engineer and surveyor of its business and affairs, in such manner and form as required by law.

#### European and North American Railway.

Subscriptions have been invited by Messrs. J. S. Morgan & Co., for 411,000l. first mortgage six per cent. bonds of the European and North American Railway Company. The line is from St. John, the principal port of the British province of New Brunswick, to the frontier of the State of Maine, where it will come into connection with the entire railway system of the United States and Canada, while in like manner it will form the connecting link between St. John and Halifax, Nova Scotia, and thus command a share of the general traffic between Europe and the whole of the American continent. The length is 88 miles, and the company have been subsidized by the Government of New Brunswick to the extent of \$10,000 per mile, or an aggregate sum of \$880,000, the city of St. John at the same time in its corporate capacity subscribing \$800,000 on the stock, a total of \$1,680,000 being thus provided of the entire capital of \$3,520,000 for which the undertaking is to be completed. It is stated that more than 65 miles of the permanent way are finished, and that the remainder is in course of rapid execution by contractors of high character, on whom stringent conditions have been imposed by the provincial authorities. The line is to be opened on the 1st of January next, and the estimates made by the Government engineer of New Brunswick show a net revenue of 80,000l. being 56,000l. in excess of the 24,000l. required for the interest on the bonds. The bonds are to be secured by a first mortgage under a deed from the company to Mr. S. L. Tilley, Minister of Customs for the Dominion of Canada, and Mr. J. E. Thomson, President of the Pennsylvania Railway, and a sinking fund of 10 per cent. of the net profits of the line after the payment of the interest is to be annually applied for their redemption. The price of issue is to be 75 (or 73½, reckoning 1½ per cent. interest to be paid on the 1st of July,) and the instalments are to extend to the 1st of September next.—London Times.

Surveys for the Glen Cove Branch Railroad have been commenced. It will run from Glen Cove, through Locust Valley, to Oyster Bay.



**Imports of Dry Goods.**

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.			
	1867.	1868.	
Manufactures of wool....	\$851,913	\$904,878	
" cotton...	603,627	943,382	
" silk.....	910,187	1,391,942	
" flax.....	617,035	732,352	
Miscellaneous dry goods..	401,881	372,280	
Total entered for consump.	\$3,384,643	\$4,344,834	
WITHDRAWN FROM WAREHOUSE.			
	1867.	1868.	
Manufactures of wool....	\$711,283	\$688,627	
" cotton...	521,013	238,741	
" silk.....	628,809	290,483	
" flax.....	277,269	290,417	
Miscellaneous dry goods..	117,227	156,652	
Total withdrawn from warehouse.....	\$2,255,601	\$1,664,920	
Add entered for consump.	3,384,643	4,344,834	
Tot. thrown on the market.	\$5,640,244	\$6,009,754	

ENTERED FOR WAREHOUSING.			
	1867.	1868.	
Manufactures of wool....	\$982,019	\$571,877	
" cotton...	817,601	210,008	
" silk.....	279,900	241,207	
" flax.....	338,249	341,841	
Miscellaneous dry goods..	134,039	117,227	
Total entered for wareh'g.	\$2,051,808	\$1,481,160	
Total entered for consump.	3,384,643	4,344,834	
Total entered at the port.	\$5,436,451	\$5,825,994	

The imports of foreign dry goods at New York for five months from January 1st, were:

ENTERED FOR CONSUMPTION.			
	1867.	1868.	
Manufactures of wool....	\$6,957,751	\$5,565,180	
" cotton...	4,807,787	4,724,746	
" silk.....	5,201,828	7,133,574	
" flax.....	4,181,234	3,604,253	
Miscellaneous dry goods.	2,932,350	2,747,074	
Tot. entered for consump.	\$25,080,450	\$23,774,827	
WITHDRAWN FROM WAREHOUSE.			
	1867.	1868.	
Manufactures of wool....	\$8,715,199	\$4,551,671	
" cotton...	4,575,279	2,610,060	
" silk.....	3,766,992	1,933,589	
" flax.....	4,009,699	2,642,952	
Miscellaneous dry goods.	854,136	1,010,273	
Total withdrawn from warehouse.....	\$21,921,305	\$12,748,545	
Add entered for consump.	25,080,450	23,774,827	
Total thrown on the market.....	\$47,001,755	\$36,523,372	

ENTERED FOR WAREHOUSING.			
	1867.	1868.	
Manufactures of wool....	\$6,914,763	\$3,928,166	
" cotton...	4,039,055	1,922,096	
" silk.....	3,085,752	1,602,774	
" flax.....	2,578,162	1,549,366	
Miscellaneous dry goods.	955,790	930,966	
Total entered warehouse.	\$17,573,522	\$9,933,368	
Add entered for consump.	25,080,450	23,774,827	
Total entered at the port.	\$42,653,972	\$33,708,195	

Imports of foreign dry goods at New York for eleven months from July 1:

Year.	Value.
1862 .....	\$34,620,618
1863 .....	59,061,614
1864 .....	78,433,263
1865 .....	44,411,871
1866 .....	130,280,590
1867 .....	99,161,965
1868 .....	73,072,553

**Chicago and Northwestern Railway.**

The Ninth Annual Meeting of the Stockholders of this Company for the election of Directors was held in Chicago on the 4th inst., Perry H. Smith, Esq., in the Chair. After the reading of a Communication from Hon. Wm. B. OGDEN, President of the Company, James H. Howe, Albert Keep and E. B. Redfield were appointed tellers to conduct the election. After the ballots were deposited, the Chairman of the Board of Inspectors reported that the whole number of votes cast was 299,588. Each of the following persons received the whole vote cast, and they therefore constitute the Board of Directors for the ensuing year: Henry Keep, H. Henry Baxter, M. L. Sykes, Jr., John M. Burke, Samuel Sloan, Benj. Nathan, James H. Benedict, George S. Scott, John Bloodgood, E. P. James, S. M. Gurnee and Russell Sage, of New York; John B. Turner, H. H. Ferry, P. H. Smith and G. L. Dunlap, of Chicago, and Alex. Mitchell, of Milwaukee.

At a subsequent meeting of the Directors HENRY KEEP, Esq., of New York, was elected President.

The following is a copy of the Communication of Mr. Ogden:

To the Stock and Bondholders of the Chicago and Northwestern Railway Company, assembled at their annual meeting for the election of Directors, at Chicago.

The time has happily arrived when the Chicago and Northwestern Railway Company, after long years of faithful effort on the part of those hitherto connected with its creation, organization, development and administration, has emerged from its earlier condition of poverty and embarrassment, which for want of means and equipment, and lack of power and ability properly to do and control its ever increasing business, limited for a time its usefulness to the country, and disabled it from making adequate returns to its stockholders, until, at length, chiefly through its own earnings and the wise and necessary application of them, it has, from very insignificant beginnings and after many trials, become one of the broadest and firmest foundations, and most favorably situated and connected railway institutions of the country; already among the largest in earnings, and with a future promise of traffic and income scarcely excelled perhaps by any.

The original conception of the enterprise was to connect Chicago with Lake Superior on the North, and with St. Paul on the Northwest. For its full realization it needs only the construction of the section between Fort Edward and Escanaba, wisely deferred until the development of the Peninsula Division should demonstrate its utility, as it has now done; and the completion of the Northwest connection with St. Paul and the railroads radiating from it, including the Northern Pacific Railroad, by finishing the short Trempealeau link connecting with the Winona and St. Peter, and by forming proper relations, if practicable, with existing lines, always preferable to new construction so long as adequate to the wants of the country and available on just terms.

To this original plan was added, in 1864, the Western line, by consolidation with the Galena, and the subsequent completion of the route to Omaha, forming the earliest and best connection with the Union Pacific Railroad, which is rapidly spanning the continent, and now extends, a continuous line of railroad west from Chicago, 1,100 miles—a distance greater on the west than the distance from Chicago, east, to New York or Boston. This was done by a new and revised agreement and lease, which was, by some millions, more favorable to this company, at the same time that it expedited many years the completion of that connection, and made possible the rapid extension of the Pacific Railroad.

The foundations have now been substantially laid, and the work principally done, to render this company, with its lines resting on Lake Superior on the north, St. Paul on the northwest, and the Missouri on the west, a complete institution; and giving to it capacity to serve the public with efficiency, and to its proprietors the safety incident to very long lines, not easily repeated, from the excessive and improvident competition which the physical conformation of a prairie country admits of, and which too often endangers railway investments.

Thus has been covered the ground necessary to secure permanently to the Chicago and Northwestern Railway Company a business and an ability to control and conduct it with the greatest economy to the country, and with satisfactory advantage to itself, that it is not now, perhaps, or likely hereafter to be, enjoyed by other railway organizations of the country, and which, if wisely and timely secured and accomplished, will continue hereafter, as in the past, to steadily and rapidly increase its present liberal earnings, until, with a continuance of proper care and management, they will be likely, in a short period of years, to be enlarged to nearly or quite double the amount to which the course of policy adopted by the past management, and thus far steadily pursued by them, so far at least as the stock and bondholders could be brought to understand and approve, the wisdom of that policy has already advanced them.

My connection with the enterprises, which are now embraced in the Chicago and Northwestern Railway Company, commenced in 1847, when thoroughly impressed with the importance and necessity of railway communications to the growth of the country, I was induced to accept the Presidency of the Galena and Chicago Union Railroad Company, which first undertook the construction of a railway from Chicago into any of the tributary regions of the Northwest.

When, after about four years' service, I resigned that trust, and left that enterprise in a course of successful progress, with its stock at a high premium, I supposed I had terminated forever my relations to such undertakings. In 1853, however, on account of the bankruptcy of the company which had begun to construct the railroad from Chicago to Janesville and Fond du Lac, afterwards forming the line of the original Chicago and Northwestern Railway Company, I was induced to accept the Presidency of that company for the purpose of rescuing the enterprise and carrying it forward to more complete development. I have followed its fortunes since, and during the period of railway revulsion in 1857, became heavily involved in liabilities for it, which it took years of effort to fully pay and discharge; and I have often been called upon subsequently to make large advances for its benefit.

In all this period, of now twenty-one years' duration, and comprising the best business portion of my life, my single governing motive has been the physical and industrial development and progress of the Northwest; though in aiming at this object, I have always endeavored to protect, preserve, and make adequately remunerative, as far as possible, the capital of those who have invested their money in these great and most beneficial public works. I have contemplated these enterprises only in their public aspects, and not as sources of profit to myself. Bearing freely the burden incident to their creation, without salary, and often without full remuneration of actual expenses, and without ever having speculated in their stocks or in any property connected with them, I have shared in the transcendent blessings which they have showered so prodigally upon all the Northwest, only in common with my fellow-citizens, by the aided prosperity of all our business and the enhanced value of all our property.

On the reorganization of 1859, under statutory enactments for that purpose, it was provided that the bondholders should have the right to vote at all corporate meetings, in the same manner as stockholders. The object of this expedient was, by enabling the bondholders to control the ad-



ministration of the property for the time being, to make it safe for them to restore and preserve the interests of the stockholders, which, by the mortgage foreclosure at that time, were legally extinguished; and enable their stock, then without appreciable value, to become vitalized by the future growth and prosperity of the enterprise. Until 1864, the bondholders exercised a large, perhaps controlling, influence in the management, but always in complete harmony and co-operation with the stockholders, and always recognizing the legal and moral obligation of directors to represent, with judicial impartiality, all classes of interests.

Nothing can better illustrate the liberal and provident care of the interest of the holders of the common stock (about 4,000,000 of which was saved from total extinction on the reorganization; and 6,000,000 of which was issued for equalization in the Galena consolidation) than the results we now experience. The growth of earnings in the year just closing is \$2,448,757 19; of the year previous, \$1,917,895 17; and in the year still previous, \$1,423,090 53; making in all \$5,789,742 89. This has been accomplished during a period following the close of the war when the earnings of most railroads have not largely increased, in a small degree by the addition of the 150 miles of the Iowa line from Cedar Rapids to Omaha, and the acquisition of the Chicago and Milwaukee Railway, but chiefly by successive and immense additions of equipment upon the lines in use three years ago. It was foreseen, as stated in the report of last year, that as the equipment forms less than one-fourth of the investment in the whole railway, and as additional equipment, if fully employed, would yield, at least, fifty per cent. a year net income, the policy adopted and systematically pursued, of boldly continuing new investments in equipments for the purpose of bringing into productive use the unemployed capacity of the permanent way, would enable the company to earn income on all its stocks, as, with continued good management, it will henceforth be able to do.

The progress and succession of this enterprise is sufficiently and gratifyingly indicated in the change that has been already affected in the increased public confidence and estimation of its present and future value. During the early years of its poverty and lesser importance and earnings, when it taxed the efforts and purses of its managers and friends severely to sustain and advance it to the position and eminence to which they then felt assured it was entitled and would soon occupy, the public were slow to discover and appreciate its elements of future greatness or to give it the degree of confidence to which it was then actually entitled. Now, it not only commands the attention of capital, which seeks investments in its stocks and securities with avidity and advantage, and at materially advancing prices, but a growing interest in its affairs, and an increasing disposition to be identified with its management is also manifested, until its administration, instead of being a burden to be borne from public motives, as in the past, has become an object of desire and ambition.

Some, among the most valuable and useful members of the board of directors of this company, who have been longest associated with its management, have desired, for some years past, to withdraw from their labors in connection with it, and will avail themselves of the present occasion and of the prosperous condition of the company to do so, gratified at being able to leave the administration of its affairs with those who may be selected by the proper representatives of its securities.

The position I have held so long, and the duties it imposed, it had been my cherished and announced determination to relinquish at an earlier day, but the unsettled state of the country just at the close of the war, and my solicitude for the connection with the Union Pacific Railroad at Omaha induced me for the time to delay doing so.

Proposing now to close all my official relations with the Chicago and Northwestern Railway

Company, for whose welfare and progress I have watched and labored so long and with so much interest and hope, which interest I shall continue to cherish in the kindest spirit toward all connected with it, and with undiminished hope and confidence in its still increasing prosperity, growth and usefulness; I desire, in conclusion, to express my great obligations and indebtedness personally, and the indebtedness of the company for its progress and success to the earnest, laborious and self-sacrificing efforts of the able board of directors with whom it has been my good fortune and happiness to have been so long and pleasantly associated. And like expressions of acknowledgement of obligations and indebtedness on the part of the company, the board of directors and myself are equally and eminently due to all the able and faithful officers and employees of the company, who have been associated with and accomplished so much for it, and so many of whom have given the best years of their lives in undivided efforts to promote its welfare.

Nor would I willingly forego this opportunity to express my obligations and the obligations of this company to the people along its various lines of the road for their early, liberal and continued support of its measures and interests, or my regret at severing the intimate and ever agreeable and interesting relations to them, which have grown out of my connections with this enterprise,

WM. B. OGDEN.

NEW YORK, June 1, 1868.

#### Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st May, inclusive, during the years 1867 and 1868, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1867...	3,200	59,500	432,100	19,500
1868...	61,000	3,486,100	2,646,100	326,200
Inc...	57,800	3,426,600	2,214,100	306,700

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 743,120 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of May, in the years indicated:

	1866.	1867.	1868.
Canal opened—	May 1.	May 6.	May 6.
Flour, bbls. ....	21,700	8,200	61,000
Wheat, bushels...	169,800	59,500	3,486,100
Corn, bushels...	1,384,200	432,000	2,646,100
Barley, bushels...	40,700	19,500	326,200
Oats, bushels...	570,700	193,900	1,532,300
Rye, bushels...	55,600	14,600	140,000
Malt, bushels...	40,100	28,500	112,000
Beef, bbls. ....	100	.....	700
Pork, bbls. ....	3	4	100
Bacon, lbs. ....	.....	.....	.....
Butter, lbs. ....	100	200	2,100
Lard, lbs. ....	5,600	.....	14,300
Cheese, lbs. ....	39,700	4,800	261,300
Wool, lbs. ....	36,400	4,500	1,600

The receipts for 1868 include what was delivered from the Erie Canal between April 20, and May 1, and which was frozen on the canal during the Winter.

☞ We learn from Peru that Mr. Henry Meiggs has made a contract for \$12,000,000 to build a railroad from Arequipa to the coast, and has already commenced to contract for materials.

☞ A new railroad between Swedesborough and Woodbury, Gloucester County, N. J., is soon to be completed.

#### Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State, Nov. 15, 1867, was...\$11,031,941 53 The redemptions during the six months ending May 15, 1868, were:

Foreign loan of 1860 ..	\$12,650 67
Foreign Union loan of 1868 .....	35,450 00
Domestic Union loan of 1868 .....	24,964 13
	<hr/> 73,064 80

Outstanding May 15, 1868...\$10,958,876 86

The existing funded debt of the State consists of the following loans:

#### FOREIGN DEBT—PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest .....	\$8,270 00
Loan (Union) payable July 1, 1868, bearing 6 per cent. interest .....	158,316 00
Loan payable after Dec. 30, 1870, bearing 6 per cent. interest .....	2,183,531 93
Loan payable after Dec. 31, 1875, bearing 6 per cent. interest .....	1,600,000 00
Loan payable after June 30, 1881, bearing 6 per cent. interest .....	4,095,309 47
Loan payable after Dec. 31, 1886, bearing 6 per cent. interest .....	2,400,000 00
	<hr/> \$10,445,427 40

#### DOMESTIC DEBT—PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest .....	\$1,765 00
National road bonds, not bearing interest .....	60 36
Union loan of 1868, bearing 6 per cent. interest .....	111,624 00
Union loan of 1871, bearing 6 per cent. interest .....	400,000 00
	<hr/> 513,449 36

Total funded debt, as above...\$10,958,876 76

The receipts into the State Treasury and the disbursements therefrom, were as follows:

#### RECEIPTS.

Balance in the Treasury, Nov. 15, 1867 .....	\$378,222 59
Taxes .....	733,915 32
School lands .....	25,689 88
Surplus revenue .....	4,423 92
Agricultural College land scrip .....	1,556 40
Ohio University lands .....	673 34
Canal lands .....	180 00
Buttles' estate .....	998 75
Returned from New York .....	22,705 69
Total receipts .....	<hr/> \$1,168,365 89

#### DISBURSEMENTS.

Principal of foreign debt..	\$33,271 34
Principal on Union loan.	60,414 13
Interest on foreign debt.	310,366 26
Interest on irreducible debt .....	202,605 49
Interest on Union loan..	24,311 42
Expenses of Home office	1,933 00
Expenses of New York office .....	842 08
Expenses of Fund Commissioners .....	750 00
	<hr/> 634,793 72

Balance in the Treasury, May 15, 1868 .....

\$533,527 17

☞ The engineers have just finished the location of the Columbia and Port Deposit Railroad. Messrs. Cameron, McElroy, Duffie and one other gentleman have taken the contract to build the road.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139			Hartford and New Haven...100	\$3,000,000	J.A.J.&O	Apr. '68 3	Portl. Saco & Portsmouth...100	1,500,000	J. & D.	Jun. '68 3
Allegheny Valley...50	1,498,400			Bannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '68 4
Alton and St. Louis...100	125,000	J.A.J.&O	Oct. '67 12	Do. do pref.100	5,258,830			Reading and Columbia...50	565,019		
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 34	Hanover Branch, Pa...50	116,850	M. & N.	May '68 5	Rensselaer and Saratoga...100	500,000	A. & O.	Apr. '68 3
Atlantic & N. Carolina...100	5,545,225			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	11,522,150			" pref...100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,000		
" " pref. 50	1,919,000			Hudson River...100	13,937,100	A. & O.	Apr. '68 4	Rich. Fred. and Potomac...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '68 2	Hazleton...50	1,015,000	May		Rockport...100	88,400		Nov. '67 2
Augusta and Savannah...100	733,700	J. & J.	Jul. '67 34	Huntingdon & B'd Top...50	494,390	J. & J.	Jun. '68 34	Rome, Watert. and Og'n'b...100	2,386,500	J. & J.	Jan. '68 5
Baltimore and Ohio...100	16,157,962	A. & O.	Apr. '68 4	" " pref. 50	190,750	J. & J.	Jun. '68 34	Rutland preferred...100	576,050	F. & A.	Feb. '68 34
Do. Washington Br...100	2,650,000	A. & O.	Apr. '68 5	Illinois Central...100	23,386,450	F. & A.	Feb. '68 5	St. L. Alt. and T. Haute...100	2,800,000		
Baltimore City Passenger...100	670,000	A. & O.	Apr. '68 3	Indianapolis, Cin. & Lafay...50	1,689,900	M. & S.	Sep. '67 4	" " pref.100	1,700,000	Annual	May '68 7
Bay de Noquet & Marq...100	4,420,000	F. & A.	Aug. '67 3	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 3	St. L. Jack'nv. and Ohio...100	1,469,429		
Bellefontaine Line...100	997,112	J.A.J.&O	Apr. '68 12	Joliet and Chicago...100	1,500,000	J.A.J.&O	Apr. '68 12	Sandusky and Cincinnati...100	2,089,000		
Belvidere Delaware...100	600,000	J. & D.	Dec. '67 24	Joliet & North. Indiana...100	300,000	J. & J.	Jan. '68 4	" " pref.100	398,078	M. & N.	Nov. '67 3
Berkshire...100	250,000	A. & O.	Apr. '68 4	Lackawanna & Bloomb...50	1,335,000	J. & J.	Jan. '67 6	Sand. Manuf. and Newark...100	900,000		
Blossburg & Corning...50	110,000	A. & O.	Apr. '68 4	Lehigh and Mahanoy...50	2,158,555	J. & J.	Jan. '67 6	Saratoga and Hudson R...100	1,020,000		
Boston and Chelsea...100	459,000	M. & N.	May '68 3	Lehigh and Susquehanna...50	5,104,050	M. & N.	May '67 5	Saratoga and Whitehall...100	500,000	A. & O.	Apr. '68 3
Boston, Concord & Mont...100	1,340,400	J. & D.	Dec. '67 4	Lehigh Valley...50	10,734,100	J.A.J.&O	Apr. '68 24	Savannah and Charleston...100	1,000,000		
Do. do. pref.100	1,830,500	J. & J.	Jan. '68 5	Lexington & Frankfort...100	514,946	M. & N.	Nov. '67 3	Schenykill and Susqueh...50	1,269,150		
Boston and Lowell...50	4,076,974	J. & J.	Jan. '68 5	Little Miami...50	3,572,400	J. & D.	D'c. '67 4	Second and Third St.(Ph.) 50	203,757	J. & J.	Jan. '68 5
Boston and Maine...100	3,680,000	J. & J.	Jan. '68 5	Little Schuylkill...50	2,646,100	J. & J.	Jan. '68 2	Schenykill Valley...50	578,050	J. & J.	Jan. '68 24
Boston and Providence...100	4,500,000	J. & J.	Jan. '68 5	Lomb. and South St (Ph.) 25	90,000			Seaboard and Roanoke...100	888,200		
Boston and Worcester...100	326,000	J.A.J.&O	Apr. '68 2	Long Island...50	3,000,000	F.M.A.N.	Aug. '66 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Broadway & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5	Long Branch & Sea Shore...50	95,194			Shamokin V. and Pottaw...50	869,450	F. & A.	Feb. '68 3
Brooklyn City...100	1,000,000	F. & A.	Feb. '68 34	Louis, Cin. and Lex. pr.100	48,638	J. & J.	Jul. '67 44	Sixth Avenue (N. Y.)...100	750,000		
Brooklyn City & New'n...100	399,800	M. & N.	N'v '67 34	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '68 3	Somerville...100	75,000	M. & N.	May '68 3
Buff. New York & Erie...100	850,000	F. & A.	Feb. '68 5	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '68 4	South Carolina...100	2,819,275		
Buffalo and State Line...100	2,200,000	A. & O.	Apr. '68 44	Louis, N. Alb. & Chicago...100	2,800,000			South Shore...100	259,686		
Cambridge Horse (Boston)100	777,800	F. & A.	Feb. '68 5	Lowell and Lawrence...100	200,000	A. & O.	Apr. '68 3	South Western, Georgia...100	3,203,400	F. & A.	Aug. '67 4
Camden and Amboy...100	684,200	J. & J.	Jan. '68 34	Macon and Western...100	1,600,000			Southern Mississippi...100	1,000,000		
Camden and Atlantic pref. 50	600,000	J. & J.	Jan. '68 34	Mahanoy & B'd Mount'n* 50	921,615			Staten Island...100	660,000	J. & J.	Jul. '67 4
Cape Cod Branch...50	721,928	M. & N.	May '68 3	Maine Central...100	1,600,860			Stoney Brook...100	267,300	M. & N.	May '68 24
Catawissa...50	1,150,000			Manchester & Lawrence...100	1,000,000	M. & N.	May '68 5	Syr. Bingham. and N. Y.100	1,200,130		
Catawissa, pref. 50	2,200,000	J. & J.	Jan. '68 44	Marletta & Cincinnati...50	2,029,778			Taunton Branch...100	250,000	J. & J.	Jan. '68 4
Cayuga & Susquehanna...50	589,110	J. & J.	Jul. '67 5	" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3	Tennessee and Alabama...100	595,922		
Central of Georgia...100	4,688,300	J. & J.	Jul. '67 5	" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan. '68 8
Central of New Jersey...100	13,768,000	J.A.J.&O	Apr. '68 24	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68 3	Third Avenue (N. Y.)...100	1,750,000		
Central Ohio...100	400,000	J. & D.	Jun. '68 3	Memphis and Ohio...100	570,000			Thirteenth and Fif. (Ph.) 50	1,650,000	J. & J.	Jan. '68 1
Do. pref. 100	970,000	J. & D.	Jun. '68 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '68 5	Tol. Peoria and Warsaw...100	1,700,000		
Con. Park, N. & E. River...100	1,201,000			Michigan Central...100	7,502,866	J. & J.	Jul. '68 5	" " 1st pref.100	908,176		
Charlotte & S. Carolina...100	380,000	Mar. '68 2		Mich. So. & North. Ind...100	9,811,300	May	M. '68 10	" " 2d pref.100	5,400,000		
Chemung...100	2,017,825	Annual	Jan. '68 3	" " guaranteed.100	787,700	F. & A.	Feb. '68 5	Tol. Wabash and West...50	1,000,000	M. & N.	N. '67 34
Chesapeake preferred...100	3,884,643	M. & S.	Mar. '68 5	Middlesex (Boston)...100	400,000			Troy and Boston...100	607,111		
Chesapeake and Alton...100	2,428,576	M. & S.	Mar. '68 5	Milville and Glassboro...100	368,200	F. & A.	Aug. '67 6	Troy and Greenbush...100	274,400	J. & D.	Jun. '67 34
Chicago, Burl. & Quincy...50	12,500,000			Milw. & Prairie du Chien...100	3,082,000	Annual	Feb. '68 8	Troy, Salem and Rut'd...100	800,000	A. & O.	Apr. '68 3
Chicago and Gt. Eastern...100	4,590,000			" " 1st pref.100	1,014,000	Annual	Feb. '68 7	Union Transport'n (Bos.)100	200,000		
Chicago, Iowa & Nebras...100	1,000,000			" " 2d pref.100	3,027,000	J. & J.	Jan. '67 5	Union Pacific...100	291,475	J. & J.	Jan. '68 2
Chicago and Milwaukee...100	2,227,000			M. Hill & Schuylk. Haven...50	3,775,600	J. & J.	Jan. '68 4	Utica and Black River...100	834,400	J. & J.	Jan. '68 4
Chicago & N. Western...100	13,180,927	June	Jun. '68 10	Mobile and Ohio...100	3,583,300			Vermont and Canada...100	2,250,000	J. & D.	Jun. '68 3
Do. pref.100	12,994,719	June	Jun. '68 10	Montgomery & W. Point...100	1,419,769	F. & A.	F. '67 34	Vermont Central...100	8,000,000		
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5	Morris and Essex...50	5,500,000	F. & A.	F. '67 34	Vermont and Massachusetts100	2,500,000	J. & J.	Jun. '68 14
Cin. Ham. & Dayton...100	3,129,100	M. & N.	May '68 5	Nashua and Lowell...100	600,000	M. & N.	May '68 5	Vermont Valley...100	516,164		
Cincinnati City Passenger...100	1,600,250	J. & J.	Jan. '68 34	Nashville & Chattanooga...100	2,056,544			Virginia Central...100	3,353,679		
Cincinnati & Zanesville...50	192,750	J. & J.	Jan. '68 6	Naugatuck...100	1,100,000	F. & A.	Feb. '68 5	Virginia and Tennessee...100	3,452,815		
Citizens' Passenger (Phil.) 50	6,000,000	F. & A.	Feb. '68 4	New Bedford & Taunton...100	500,000	J. & J.	Jan. '68 4	Western (Mass.)...100	6,710,800	J. & J.	Jan. '68 5
Cleve., Col. & Cincinnati...100	2,044,600	M. & N.	May '68 34	New Haven & N. London...100	738,588			Western Union...100	2,687,237		
Cleveland & Mahoning...50	5,000,000	J. & J.	Jan. '68 34	N. Haven & Northampton...100	1,224,100	J. & J.	Jan. '68 3	West Jersey...100	781,050		Feb. '68 4
Cleveland, Paines & Ashta...100	5,424,091	May	May '68 10	New Jersey...100	5,000,000	F. & A.	Feb. '68 5	West Philadelphia...100	249,100	J. & J.	Jan. '68 5
Cleveland and Pittsburgh...50	4,841,600	J. & J.	Jan. '68 34	New London Northern...100	895,000	M. & S.	Mar. '68 4	Wilm. and Manchester...100	1,130,470		
Cleveland and Toledo...50	4,000,000	J.A.J.&O	Oct. '67 24	N. O., Opel. & Gt. West'n...100	4,093,425			Wilm. and Weldon...100	1,240,213		
Col. & Indianapolis Can...100	1,786,200	J. & J.	Jan. '68 4	New York Central...100	26,530,000	F. & A.	Feb. '68 3	Worcester and Nashua...75	1,141,000	J. & J.	Jun. '68 54
Columbus and Xenia...100	1,500,000	M. & N.	May '68 5	New York and Harlem...50	5,285,050	J. & J.	Jul. '68 4	CANALS.			
Concord...100	1,500,000	J. & J.	Jan. '68 34	" " pref. 50	1,600,000	J. & J.	Jul. '68 4	Chesapeake and Delaware...50	1,575,963	J. & D.	Jun. '68 3
Concord & Portsmouth...100	800,000			New York & New Haven...100	6,000,000	J. & J.	Jan. '68 5	Chesapeake and Ohio...25	8,228,595		
Coney Island & Brooklyn...100	1,675,300	J. & J.	Jan. '68 3	N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jul. '67 3	Delaware Division...100	1,633,250	F. & A.	Feb. '68 4
Conn. & Passump. Rivers...100	1,850,000	J. & J.	Jan. '68 4	Nig. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '68 3	Delaware and Hudson...100	10,000,000	F. & A.	Feb. '68 8
Do. do. pref.100	1,675,300	A. & O.	Oct. '67 4	Ninth Avenue...100	797,400			Delaware and Raritan...100	2,298,400	F. & A.	Feb. '68 5
Cumberland Valley...50	3,136,900			North Carolina...100	4,000,000			Erie of Pennsylvania...50	64,000		
Danbury and Norwalk...100	308,000			Northern Central...50	4,648,900	F.M.A.N.	May '68 2	Lehigh Coal and Navigat...50	6,137,000	M. & N.	May '67 3
Dayton and Michigan...100	2,384,941	J. & J.	Jan. '68 3	North Eastern (S. C.) pref. 100	155,000			Monongahela Navigation...50	728,100	J. & J.	Jan. '68 2
Delaware...50	466,132	J. & J.	Jan. '68 3	Northern of N. Hampsh...100	3,067,400	J. & D.	Jun. '68 4	Morris (consolidated)...100	1,025,000	F. & A.	Feb. '67 3
Del., Lackaw. & Western...50	11,288,560	J. & J.	Jan. '68 5	Northern of N. Jersey...100	158,800			" (preferred)...100	1,175,000	F. & A.	Feb. '68 5
Des Moines Valley...100	1,550,050			North Missouri...100	2,369,307			Scheny. Navigation (cons.) 50	1,508,207	F. & A.	Feb. '67 6
Detroit & Milwaukee...100	452,359	M. & S.	Mar. '68 5	North Pennsylvania...50	3,150,150	Fb. '68 5		" " (pref.) 50	2,888,505	F. & A.	Feb. '67 6
Do. do. pref.100	1,500,000			Norwich & Worcester...100	2,368,600	J. & J.	Jan. '68 3	Susq. and Tide Water...50	2,052,083		
D. Dock, E. B'dw. & Bat...100	1,200,000			Ogden & L. Champ'n...100	3,077,000	F. & A.	Feb. '68 3	Union...50	2,907,850		
Dubuque and Sioux City...100	1,675,641	Annual	Dec. '67 7	" " pref.100	641,200	A. & O.	Apr. '68 4	W. Branch and Susq...50	1,100,000	J. & J.	Jan. '68 5
Do. do. pref.100	1,987,351	J. & J.	Jan. '68 4	Ohio and Mississippi...100	20,222,647	J. & D.	Jun. '68 34	Wyoming Valley...50	800,000	irregular	Oct. '67 4
Eastern (Mass.)...100	3,578,304			Old Colony & Newport...100	5,607,197	J. & J.	Jan. '68 3	MISCELLANEOUS.			
Eastern (N. H.)...100	492,500			Orange and Newark...100	281,550			Atlantic Mail Steamship...100	4,000,000	MJS&D.	Dec. '67 24
East Pennsylvania...50	654,600			Oswego and Syracuse...50	482,400	F. & A.	Feb. '68 4	Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Dec. '67 3
East Tenn. and Georgia...100	1,000,000	J.A.J.&O	Apr. '68 4	Pacific of Missouri...100	3,581,000			Union Navigation...100	4,000,000	MJS&D.	Dec. '66 5
East Tenn. and Virginia...100	600,000	F. & A.	Feb. '68 24	Panama...100	7,000,000	J.A.J.&O	Apr. '68 6	West'n Union Telegraph...100	28,450,000	J. & J.	Jul. '67 2
Elm. Jeffers & Canand...100	800,000	M. & N.	N'v '67 24	Paterson and Ramapo...100	248,000	J. & J.	Jan. '68 3	American Coal...25	1,500,000	M. & S.	Mar. '68 6
Elmira & Williamsport...50	500,000	J. & J.	Jan. '68 34	Paterson and Hudson River100	630,000	J. & J.	Jan. '68 4	Ashburton...50	2,500,000	J. & D.	Dec. '66 4
Do. do. pref. 50	500,000										



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length. Completed in single track.	In progress or projected.	Equip-ment.			Companies.	Cost of Road and Equip-ment.	Share Capital paid in	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
	m.	m.	No	No	No		\$	\$	\$	\$	\$	\$	P. c.		
MASSACHUSETTS.															
30 Nov. '67	3.53					Boston and Chelsea	110,000	119,000			8,800	7,396	6.8		37
30 Nov. '67	6.84		265	38		Broadway, Boston	402,468	325,000			187,427	29,460	9.5		58
30 Nov. '67	28.31					Cambridge	877,894	727,800	150,000		64,886	194,427	9.0		96
30 Nov. '67	3.99		48	8		Lowell (Horse)	66,908	55,880			1,686	27,268	5.58		10
30 Nov. '67	12.50		196	32		Lynn and Boston	269,426	200,000	50,000		45,984	154,987	loss.		25
30 Nov. '67	3.60					Malden and Melrose	60,246	200,000	55,768		24,138	loss.			
30 Nov. '67	3.08					Marginal Freight	91,648	94,200							
30 Nov. '67	3.08					Medford and Charlestown	56,600		8,000		23,442	2,240		50	21
30 Nov. '67	42.99		791	166		Metropolitan (Boston)	1,528,225	1,250,000		183,198	736,709	129,635	10		67
30 Nov. '67	7.21		254	42		Middlesex (Boston)	499,685	400,000	41,589		79,694	138,085	10,987		50
30 Nov. '67	3.25		23	7		Northampton & Willamsb.	300,000	300,000			2,518	14,773	1,125		
30 Nov. '67	2.18		6	2		North Woburn street	17,242	17,800			13,606	368	loss.		
30 Nov. '67	6.45		55	9		Quincy	186,840	71,600	68,424		57,692	28,226	loss.		
30 Nov. '67	7.15		50	17		Salem and South Danvers.	195,317	150,000	32,400		6,268	36,637	loss.		
30 Nov. '67	3.74					Somerville	75,000	75,000			4,500	4,600	6		39
30 Nov. '67	2.61					Stoneham street (Boston)	37,000	33,000			6,589	89			
30 Nov. '67	6.84		12	3		Suburban	95,000	5,000	(Inc. in Mal. & Mel. road.)						
30 Nov. '67	2.76		440	68		Union (Transportation)	308,870	200,000	24,000		117,842	368,851	13,015	6	85
30 Nov. '67	4.06		44	9		Winnisimmet	62,152	58,300			238	4,300	3,867	4	
30 Nov. '67						Worcester	89,573	75,800	72,000						
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield.	300,000	300,000							
NEW YORK.															
30 Sep. '67	7.37		87	6		Albany	139,414	98,000	40,000		71,861	15,873		100	
30 Sep. '67	22.00		53			Blecker St. & Fulton Ferry.	1,746,441	900,000	694,000		44,749	298,418	56,543		100
30 Sep. '67	10.76					Broadway (Brooklyn)	260,561	200,000	35,000		10,015	107,736	28,744	8	100
30 Sep. '67	18.00		103			Broadway & 7th Ave., N. Y.	608,318	2,100,000	1,500,000			687,433	253,214	34	100
30 Sep. '67	8.00		17			Brooklyn, Bath & Coney Is'd	166,259	99,850	80,000		85,172	27,253	3,994	100	
30 Sep. '67	70.00		207			Brooklyn City	1,800,813	1,500,000	300,000			1,131,129	195,907	12	100
30 Sep. '67	11.30		49			Brooklyn City & Newtown.	553,340	400,000	200,000		20,587	129,287	14,852	100	
30 Sep. '67	4.12		14			Brooklyn City & Rock. B'd	125,586	107,700	45,000			15,086	6,352	100	
30 Sep. '67	24.00		57	22		Brooklyn Central & Jamaica	996,783	488,100	498,810		47,303	192,290	9,470	100	
30 Sep. '67	8.45					Buffalo Street	184,357	50,000	50,000		109,500	76,883	21,455	100	
30 Sep. '67	1.76					Central City (Syracuse)	29,130	21,130	6,000		1,407	17,656	4,786	84	100
30 Sep. '67	24.00		121	14		Centrl P'k. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000		54,827	531,915	16,285	100	
30 Sep. '67	14.82					Coney Island & Brooklyn	644,672	500,000	141,000		47,727	118,307	226	100	
30 Sep. '67	22.69		201			D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000		15,000	582,532	89,310	5	100
30 Sep. '67	18.00		162			Eighth Avenue	1,420,972	1,000,000	203,000		792,574	139,095	12	100	
30 Sep. '67	10.24		49			42d st. & Grand st. Ferry.	1,041,204	748,000	260,000			300,969	94,714	5	100
30 Sep. '67	5.50					Grand st. & Newtown (W'g)	172,000	170,000	38,000		5,000	74,420	18,793	94	100
30 Sep. '67	3.00					Genesee & Water st. (Syr.)	42,194	42,500				8,765	419		100
30 Sep. '67	8.36					Greenport & Williamsbrg	144,000	44,300	100,600		3,900				100
30 Sep. '67	10.60		21	3		Harlem Br. Moris'a & Ford'm	227,400	95,900	124,000		7,600	68,603	4,578	100	
30 Sep. '67	3.56					Kington and Rondout	78,510	75,000				27,600	1,520	100	
30 Sep. '67	7.00		17			Metropolitan (Brooklyn)	361,500	191,500	184,000		4,000	24,961	4,000	100	
30 Sep. '67	12.20		58			Ninth Avenue	466,295	797,320	187,000			92,671	16,881	100	
30 Sep. '67	11.00		38			Rochester City & Brighton.	278,473	133,400	100,000		7,000	53,296	9,042	100	
30 Sep. '67	16.00					Second Avenue (N. Y.)	1,250,023	670,000	520,000		210,000	520,564	31,026	100	46
30 Sep. '67	8.37		73			Sixth Avenue (N. Y.)	1,489,863	750,000	150,000			522,705	loss.	5	100
30 Sep. '67	3.00		100			South Brooklyn & Berg. St.									
30 Sep. '67	17.60		170			Third Avenue (N. Y.)	2,406,509	1,170,000	1,280,000		70,000	1,080,083	280,333	12	100
30 Sep. '67		5.00				Third Avenue & Fordam	975	975							
30 Sep. '67	4.46					Troy and Cohoes	50,000	50,000				(Lease d.)			
30 Sep. '67						Troy and Lansingburg			(no re port.)						
30 Sep. '67	6.50					Utica and Waterville	311,362	124,500	100,000		1,200	46,449	14,355		
30 Sep. '67	1.76		4			V. Brunt st. & Erie Bas. (B'k'n)	62,000	50,000	12,000			15,850	390		
30 Sep. '67						Westchester	5,949	7,370							
30 Sep. '67		4.00				West Shore	1,457	2,200							
NEW JERSEY.															
31 Dec. '62	5.32					Hoboken and Hudson City	32,000	30,000			2,000				
31 Dec. '62	5.05	2.50				Hoboken and Weehawken	134,400	70,000	60,000			17,228	9,986	3	
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '62	17.00		150	22		Orange and Newark	618,296	287,550	300,000		39,750	124,679	30,566	50	
31 Dec. '62	5.80					West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '67	9.23		137	26		Citizens' (Pittsburg)	280,480	166,000	56,300		7,700	144,008	52,180	24	50
31 Oct. '67	1.63		10	2		Easton & South Easton	22,422	24,500	600			4,971	428	2	25
31 Oct. '67	10.50					Frankford and Philadelphia	138,267	99,635	50,000		11,664	15,786	loss.	50	35
31 Oct. '67	16.37		272	40		Frankford & Southw'k (Ph.)	766,491	491,650	200,000			295,142	56,995	6	50
31 Oct. '67	34.25		367	59		Germantown	542,270	112,245	350,000		20,000	284,574	63,582	26	50
31 Oct. '67	5.40		190	25		Girard College (Phila.)	170,864	170,000				112,204	15,978	124	50
31 Oct. '67	4.84		197	33		Green & Coates st. (Phila.)	234,463	150,000	100,000			170,439	9,604	10	50
31 Oct. '67	2.00		18	5		Harrisburg City	67,948	41,965	9,760		2,248	9,777	loss.	25	
31 Oct. '67	5.20		103	18		Lombard & South st. (Phila.)	162,967	90,000	60,200		7,900	66,529	13,046	25	114
31 Oct. '67	7.25		82	13		Oakland (Pittsburg & E. L.)		59,500	57,718		880	49,980	loss.	50	
31 Oct. '67	3.00		9	3		Peoples, Luzerne County	34,800	34,800				4,600	2,382		50
31 Oct. '67	7.08		277	45		Philadelphia City (C. & W.)	436,911	225,000	150,000		61,911	226,044	53,011	10	50
31 Oct. '67	5.61		50	10		Philadelphia and Darby	250,419	160,000	89,000			38,371	9,452	124	20
31 Oct. '67	8.50		125	19		Philadelphia & Gray's Ferry	286,583	285,307				93,888	28,343	3	50
31 Oct. '67	8.75		163	28		Pittsb. Allegheny & Manch'r	146,895	110,000	35,600		24,916	138,501	22,495	10	50
31 Oct. '67	3.90		71	12		Pittsburg and Birmingham	82,806	76,000	10,000		10,000	74,852	21,550	114	50
31 Oct. '67	8.00		58	12		Ridge Avenue & Manyunk	179,635	120,500	63,300			40,759	6,725	2	50
31 Oct. '67	3.96					Schuylkill River (Phila.)	47,463	50,000							50
31 Oct. '67	19.50		489	72		Second & Third st. (Phila.)	487,936	339,007	114,200		68,088	408,156	105,448	184	50
31 Oct. '67	5.62		100	13											



## NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.		Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.
<b>National Securities, June 1, 1868.</b>							<b>Massachusetts—State Almshouse Loan.</b>						
Loan of Jan. 28, 1847	registered			Jan. & July.	1867	144	—S. Almsh. and State H. Loan	100,000			May & Nov.	1872	
Loan of March 31, 1848	registered	8,582,242		"	1868	142	—Back Bay Land Loan	275,000			April & Oct.	73-74	104
"	coupon			"	1868	143	—Lun. Hosp. (W. Mass.)	220,000			May & Nov.	1882	
Texas Indemnity, of Sep. 9, 1850	coupon	250,000		presentation.	Due.		—Lun. Hosp. (W. Mass.)	150,000			April & Oct.	1868	103
Loan of June 14, 1859	registered	20,000,000		Jan. & July.	1874	118	—Funding Loan	75,000			June & Dec.	1868	
"	coupon			"	1874	120	"	172,000			"	70-71	126
Loan of June 22, 1860	registered	7,022,000		"	1871	125	—Lun. Hosp. and State Prison	94,000			Jan. & July.	1874	125
"	coupon			"	1871	126	—Lun. Hosp. (W. Mass.)	50,000			June & Dec.	1877	122
Loan of Feb. 3, 1861	registered	18,415,000		"	1871	129	—Union Fund Loan	600,000			Jan. & July.	77-78	
"	coupon			"	1871	111	—Coast Defense Loan	888,000			"	1883	112
Oregon War Bonds of March 3, 1861	yearly	1,016,000		"	1881	109	—Bounty Fund Loan	200,000			"	1893	113
"	"			"	1881	109	"	4,379,500			May & Nov.	1894	112
Loan of July 17, 1861	registered	264,246,200		July.	1881		"	8,996,000			"	1894	
"	coupon			Jan. & July.	1881	111	—Union Fund Loan	860,000			Jan. & July.	71-72	121
Loan of Feb. 25, 1862	(5-20s) registered			May & Nov.	1882	108	"	2,150,000			"	71-72	121
"	(5-20s) coupon			"	1882	112	—War Loan (currency)	2,113,000			Mar. & Sept.	71-72	104
Loan of March 3, 1864	(5-20s) registered			May & Nov.	1884	109	—Western R.R. Loan (sterling)	4,519,520			April & Oct.	68-71	
"	(5-20s) coupon			"	1884	109	—Eastern R.R. Loan	275,000			Jan. & July.	68-71	
Loan of March 3, 1865	(5-20s) registered			May & Nov.	1885	100	—Southern Vermont R.R.	200,000			April & Oct.	1890	
"	(5-20s) coupon			"	1885	110	—Troy and Greenfield R.R.	969,500			"	81-92	
"	2d series (5-20s) registered			Jan. & July.	1886	111	"	544,330			Jan. & July.	1878	96
"	(5-20s) coupon			"	1886	112	Michigan—Sault Canal Bonds	216,000			"	1878	
"	3d series (5-20s) registered			"	1887	109	—Renewal Bonds	1,750,000			"	73-83	96
"	(5-20s) coupon			"	1887	113	—Two Million Loan Bonds	250,000			"	1888	
Loan of March 3, 1864	(10-40s) registered	108,790,400		Mar. & Sept.	1904	108	—War Loan Bonds	1,111,500			"	1886	90
"	(10-40s) coupon			"	1904	108	—Bounty Loan Bonds	463,000			May & Nov.	1890	
Pacific R.R. Bonds	(currency)	25,902,000		Jan. & July.	95-97		Minnesota—State Building Loan	100,000			Jan. & July.	1877	
Treasury Notes (7-30s) June 30, '64: 2d series		106,610,650		June & Dec.	1898	109	—Railroad Loan Bonds	2,275,000			"	1883	
" (7-30s) Mar. 3, '65: 3d series		8,578,202		Jan. & July.	1868	109	Mississippi—State Bonds (Planters' Bank)	2,000,000			"	1883	
Matured Debt not presented		20,398,180		presentation.			" (Union Bank)	5,000,000			"	1883	
Gold Certificates of Deposit		21,604,390		At maturity.	3 yrs		Missouri—State Bonds	922,000			Jan. & July.	62-63	91
Compound Interest Notes 1861-'65		356,144,212					—Hannibal and St. Joseph R.R.	3,000,000			"	81-85	92
United States Notes (greenbacks)		59,000,000					—Pacific R.R.	7,000,000			"	81-87	93
Three per cent. certificates		32,631,689					—Southwestern R.R.	4,500,000			"	86-87	94
Fractional currency		13,900,000					—North Missouri R.R.	4,250,000			"	92-97	
Navy Pension Fund							—Iron Mountain R.R.	3,500,000			"	83-89	
							—Cairo and Fulton R.R.	650,000			"	85-87	
							—Platte County R.R.	700,000			"	1887	
							New Hampshire—War Loan of July 1, 1861	1,194,100			Jan. & July.	67-78	109
							" " " Sept. 1, 1864	600,000			May & Nov.	84-89	109
							" " " Oct. 1, 1866	609,500			April & Oct.	67-74	109
							" " " July 1, 1866	500,000			Jan. & July.	1869	109
							New Jersey—War Loan of 1861 (free)	1,798,800			Jan. & July.	67-84	105
							" " " 1863 ( " )	1,002,900			"	86-96	
							" " " 1864	793,400			"	97-102	
							New York—General Fund Bonds	700,000			J. A. J. & O.	1877	107
							—Bounty Fund Bonds	2,559,000			Jan. & July.	1877	107
							" " " registered	27,726,500			"	1877	107
							—General Fund Bonds	1,189,780			"	pleas.	
							" " " "	500,000			"	1868	
							" " " "	800,000			"	1878	
							—Canal Fund Bonds	3,060,000			J. A. J. & O.	1871	101
							" " " "	6,000,000			"	1873	102
							" " " "	2,250,000			"	1874	101
							" " " "	1,400,000			"	75-77	101
							—General Fund Bonds	909,607			Jan. & July.	pleas.	
							" " " "	442,960			May & Nov.	1868	
							" " " "	900,000			Jan. & July.	1875	
							" " " "	800,000			"	1878	
							—Canal and Bonds	1,168,000			J. A. J. & O.	1868	
							" " " "	167,000			"	1871	
							" " " "	4,500,000			"	1874	95
							North Carolina—State Bonds	386,000			Various.	69-78	95
							" " " "	8,334,000			Jan. & July.	81-90	
							" " " "	650,000			April & Oct.	90-91	
							" " " (new)	3,500,000			Jan. & July.	1900	99
							Ohio—State Bonds (Union Loan)	280,366			Jan. & July.	1868	109
							" " " "	2,183,532			"	1870	100
							" " " "	1,000,000			"	1875	101
							" " " "	4,095,309			"	1881	102
							" " " "	2,400,000			"	1886	102
							Oregon—State Bonds (Relief and Bounty)	218,674			Jan. & July.	1875	
							Pennsylvania—State Bonds	4,993,000			Various.	77-82	98
							" " " registered	5,093,052			"	68-70	98
							" " " Inclined Plane Bonds	400,000			April & Oct.	1879	
							" " " State Bonds, 1st series	92,850			Jan. & July.	1877	
							" " " " 2d series	99,480			"	1882	
							" " " " 3d series	720,983			"	1892	
							" " " " 1st series	4,907,150			"	1877	107
							" " " " 2d series	7,909,520			"	1882	108
							" " " " 3d series	9,270,017			"	1892	108
							—Military Loan Bonds	3,000,000			Feb. & Aug.	1871	104
							Rhode Island—State War Bonds of 1861	468,500			April & Oct.	1871	100
							" " " " 1862	1,196,000			Mar. & Sept.	1882	100
							" " " " 1863	269,000			April & Oct.	1883	100
							" " " " 1863	776,000			Jan. & July.	1893	100
							" " " " 1864	917,000			Feb. & Aug.	1894	100
							South Carolina—Free Loan Bonds	798,398			J. A. J. & O.	69-70	
							—State Bonds (various)	3,275,000			Jan. & July.	71-90	
							" " " (new)	1,210,803			"	1887	
							Tennessee—State Bonds	1,948,480			April & Oct.	1868	604
							" " " "	298,167			"	Var.	
							—Railroad, &c., Loan Bonds	1,706,000			"	1868	
							" " " endorsement	14,006,000			Jan. & July.	30 yrs	72
							—New Bonds	2,207,000			"	Var.	
							Vermont—State War Bonds	1,867,500			June & Dec.	71-78	100
							Virginia—State Bonds (sterling)	1,865,000			Jan. & July.	long.	
							" " " (sterling new)	466,250			"	long.	
							" " " registered	108,000			"	long.	
							" " " "	21,69,388			"	long.	604
							" " " (new) registered	1,379,500			"	1876	
							" " " ( " ) coupon	489,300			"	1882	
							" " " ( " )	82,600			"	1890	
							Wisconsin—State Bond	406,100			Jan. & July.	77-80	



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1884.....	150,713	164,435	166,495	194,992	200,807	265,626	295,512	355,408	401,103	357,228	353,344	328,828	3,285,492
1885.....	289,445	347,211	432,240	355,045	472,488	410,800	495,882	595,584	541,481	575,446	634,243	676,266	5,626,335
1886.....	475,541	435,279	385,991	412,821	464,507	493,243	406,998	568,589	538,150	599,670	474,050	388,673	5,090,119
1887.....	877,852	380,190	489,555	407,018	466,102	383,396	400,550	461,879	483,177	483,917	474,134	560,641	5,167,371
1888.....	404,467	395,251	409,847	421,008	355,447								
<b>Chicago and Alton:</b>													
1883.....	109,850	101,855	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,809	153,294	1,673,706
1884.....	100,991	154,418	195,803	162,723	178,786	208,000	224,257	312,165	364,554	320,879	307,803	262,015	2,770,454
1885.....	280,508	275,283	290,003	258,480	322,278	355,270	335,985	400,251	401,280	357,956	307,919	236,824	3,440,092
1886.....	226,153	222,241	230,111	269,240	329,851	371,544	321,897	387,269	322,688	360,223	323,080	271,247	3,695,153
1887.....	345,787	157,832	235,951	282,165	335,510	542,358	354,244	415,982	408,999	426,752	359,102	330,169	3,592,861
1888.....	259,539	290,496	261,512	270,388	335,510								
<b>Chicago, Rock Island and Pacific:</b>													
1883.....	140,024	130,225	122,592	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1884.....	158,735	175,482	243,150	185,013	198,679	243,178	224,990	307,374	375,860	324,865	336,617	321,037	3,095,470
1885.....	246,554	246,331	289,403	196,580	284,612	321,818	244,121	306,231	389,489	307,523	270,075	201,779	3,515,514
1886.....	241,395	183,385	257,220	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1887.....	292,047	224,621	272,454	280,238	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,512
1888.....	383,800	281,900	262,900	289,700	308,591								
<b>Chicago and Northwestern:</b>													
1883.....	273,876	317,839	390,355	421,363	466,830	566,145	490,710	519,306	669,005	729,759	716,378	668,400	6,114,566
1884.....	541,005	482,164	499,296	468,353	588,223	747,944	702,691	767,508	946,707	932,682	754,671	547,812	7,979,490
1885.....	523,556	399,917	528,745	537,519	558,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,559	9,299,430
1886.....	696,147	574,964	765,398	774,279	696,712	894,257	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,248
1887.....	741,926	800,787	855,611	1,068,959	1,206,796								
1888.....													
<b>Des Moines Valley:</b>													
1883.....	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,583	73,140	50,296	580,371
1884.....	49,694	36,098	56,859	59,196	61,447	53,999	53,983	69,018	71,113	81,676	80,867	61,955	735,605
<b>Erie:</b>													
1883.....	845,695	859,949	966,445	948,069	843,783	770,148	731,243	687,062	816,801	965,294	1,024,649	1,035,321	10,469,481
1884.....	984,837	934,133	1,114,508	1,099,507	1,072,292	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,906	1,384,217	13,429,643
1885.....	1,001,007	947,146	1,256,566	1,133,461	1,177,372	1,202,180	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	14,434,775
1886.....	1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,569,413
1887.....	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,046	14,189,300
1888.....	1,081,320												
<b>Illinois Central:</b>													
1883.....	299,044	271,085	275,643	298,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1884.....	327,900	416,588	459,702	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1885.....	571,536	528,972	616,965	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1886.....	608,053	508,266	508,465	411,605	569,250	667,679	490,626	578,253	571,348	661,971	588,219	504,066	6,516,741
1887.....	647,120	524,871	417,071	477,027	516,493	526,242	709,327	738,530	828,901	727,810	613,329	7,180,992	
1888.....	519,855	438,089	409,649	467,764	496,606								
<b>Marquette and Cincinnati:</b>													
1883.....	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,055
1884.....	90,411	85,447	84,351	81,181	96,288	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1885.....	94,136	92,768	92,910	92,768	90,526	96,535	106,594	114,718	121,217	142,823	132,387	123,383	1,286,971
1886.....	92,433	81,599	98,432	108,461									
<b>Michigan Southern &amp; Northern Indiana:</b>													
1883.....	243,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,542
1884.....	256,600	304,445	338,454	330,551	267,126	315,256	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1885.....	368,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1886.....	312,846	277,234	412,716	413,970	418,024	384,684	338,558	384,401	429,177	496,655	429,546	352,218	4,650,328
1887.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,024	4,663,808
1888.....	362,021	338,335	381,497	456,983	400,438								
<b>Michigan Central:</b>													
1883.....	242,073	245,858	236,432	258,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1884.....	252,435	278,848	248,802	238,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1885.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,994	447,670	323,870	4,520,550
1886.....	282,439	265,798	337,159	343,737	365,196	335,083	324,986	359,646	429,161	408,640	414,604	380,660	4,200,115
1887.....	304,095	283,661	375,210	362,783	333,952	284,977	316,021	399,993	464,778	506,296	412,934	330,373	4,371,073
1888.....	343,316	304,315	328,880	415,768	369,266								
<b>Milwaukee and St. Paul:</b>													
1883.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	761,738	1,101,771	775,016	438,223	5,583,608
1884.....	368,437	350,894	333,231	426,629	565,718								
<b>New York Central:</b>													
1882.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1883.....	920,272	911,397	839,126	911,397	841,165	815,512	840,450	1,079,551	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1884.....	921,831	936,587	1,059,024	1,105,064	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,237,113	1,187,505	1,116,929	13,357,709
1885.....	967,869	913,381	956,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,524,434	1,526,839	1,496,356	1,117,853	14,578,128
1886.....	1,086,320	996,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,103	936,857	14,143,215
1887.....	901,571	846,853	1,075,773	1,227,286	1,093,781	934,636	1,101,093	1,388,915	1,732,673				
<b>Ohio and Mississippi:</b>													
1883.....	110,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1884.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,765,005
1885.....	267,541	246,109	326,236	277,424	283,130	253,925	547,262	305,454	278,701	310,762	302,426	261,613	3,380,533
1886.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,621	365,371	379,367	336,066	272,063	3,450,319
1887.....	211,973	231,351	265,906	252,149	204,620								
<b>Philadelphia and Reading:</b>													
1882.....	192,216	217,161	244,423	258,674	285,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1883.....	335,685	361,334	396,771	429,229	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1884.....	436,742	532,786	617,021	669,384	757,178	936,188	711,457						



## AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort.	1,796,000	7	Jan. & July.	New York.	1898	94½
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	97½
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96½
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	95
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	90½
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	94
2d Mortgage	774,700	7	April & Oct.	"	1881		Equipment Bonds	168,000	7	Apr. & Oct.	"	1874	75
1st Mortgage, Penn.	2,324,800	7	"	"	1877		Equipment Bonds	2,200,000	10	May & Nov.	"	1887-71	97
2d Mortgage	913,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	82½
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Ohio Division	5,764,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Extens'n.	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	10,833,500	7	Quarterly.	London.	1890		Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	958,000	6	April & Oct.	Portland.	1866		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
City of Portland Loan (Corp.)	1,000,000	6	Various.	N.Y., P. & Bos.	1887-70		2d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	106,000	7	"	"		
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev., Painesville and Ashtabula:						
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1886	97½	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
"	1850.	6	Jan. & July.	"	1880	97	2d Mortgage	1,000,000	7	"	"	1870	
"	1856.	6	Jan. & July.	"	1875	93	3d Mortgage	1,000,000	7	April & Oct.	"	1892	
"	1834.	6	Ja. Ap. Ju. Oc.	"	1867	98½	Cleveland and Pittsburg:						
Balt. City Loan of 1885	6,000,000	6	Jan. & July.	"	1890	99½	2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	96
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,602,000	7	May & Nov.	"	1875	92
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	"	1892	80
Bellefontaine and Indiana:							Consol. S. F. mort. (\$5,000,000)	135,000	7	May & Nov.	"	1900	92
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-90	82½	Clev., Columbus and Cin.						
2d Mortgage	433,000	7	"	"	1870	82½	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	1873-85	
Income bonds	87,000				1870		Cleveland and Toledo:						
Belvidere Delaware:							1st Mortgage	27,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½	2d Mortgage	126,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	97
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	81	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1886	102
Boston Concord and Montreal:							Columbus and Indiana Central						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.		
1st Mortgage	300,000	7	"	New York.	1865	100	2d mortgage	1,000,000	7	May & Nov.	"		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Sinking Fund	336,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	93	1st Mortgage	573,800	6	June & Dec.	Boston.	1876	96
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106½
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	Dayton and Michigan:						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	87	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	81
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½	3d Mortgage	642,000	7	"	"		
Income († in '99, † in '72)	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500	7	"	"		
Special Erie and North-East	149,000	7	"	"	61-70		Dayton and Western:						
Burlington and Missouri:							1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
New Land Mortgage	1,423,000	7	April & Oct.	New York.	1870		2d Mortgage	250,000	7	June & Dec.	"	1870	40
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Road bonds	121,160	7	"	"	93-80		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Camden and Amboy:							Guaranteed.	100,000	6	"	"	1875	
English debt (S. F.) £380,550.	1,841,822	6	Semi-annual.	London.	1880		State Loan	170,000	6	"	"	1876	
American Loan	3,335	6	"	New York.	1864		Delaware, Lackawanna and W'n:						
Loan for \$500,000	210,600	6	"	"	1867		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
"	388,040	6	"	"	1870	98	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	16½
"	675,000	6	April & Oct.	"	1875	93	2d Mortgage	1,668,000	7	March & Sept.	"	1881	98
"	1,700,000	6	Feb. & Aug.	"	1883	91½	Des Moines Valley:						
"	867,900	6	May & Nov.	"	1889	88	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	96½	Income	402,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	83
2d Mortgage	493,000	7	April & Oct.	"	1879	75	2d Mortgage	1,000,000	8	"	"	1866	
Catawissa:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Construction bonds, 2d Div'n	660,000		"	"		
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	86½	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage R. Div.	800,000	7	Feb. & Aug.	"	1865	86½	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1886	101	1st M. (State) \$75,000 a y'r after 64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
3d Mortgage (S. F.)	950,000	7	"	"	1886	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,265,800	7	"	"	1876	80	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	67-80		Endorsed by State of Tennessee	139,480		"	"		
Central Pacific of California:							Mortgage (ordinary)	780,490		"	"		
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1894	102½	East Tennessee and Virginia:						
Convertible bonds	1,500,000	7	"	"	1883	110	State of Tennessee Bonds	1,399,000	6	"	"		
Cheshire:							Endorsed by State of Tennessee	185,000		"	"		
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	96½	1st Mortgage (after State)	74,000		"	"		
Chicago, Burlington and Quincy:							2d Mortgage bonds	14,000		"	"		
Trust Mort. S. F., convertible	184,000	8	Jan. & July.	New York.	1883	113	Elmira and Williamsport:						
"	3,123,000	8	"	"	1883		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	88
Pain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		Five per cent bonds	870,000	5	April & Oct.	"	60	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Trust, 2d Mort.	14,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Scrip	413,250	7	Jan. & July.	Frankfort o.M.			Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Chicago and Alton:							Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	83½
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	104	Florida:						
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102½	Internal Improvement (State)	1,655,000	7	"	"	1891	
Income Bonds	1,700,000	7	April & Oct.	"	1893	92½	Free Land, 2d Mortgage	1,500,000	8	"	"	1891	



\* ) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund. var., "that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.							Memphis and Charleston						
Internal Improvement (State)	\$300,000	7			1891		State (Tenn.) Loan	\$1,595,530	6	Jan. & July.	New York.	1892	
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"	1890	
Galena and Chicago Union:							2d Mortgage	1,000,000	7	Jan. & July.	"	1886	70
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	99	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
Egin and State Line	188,000	7	Jan. & July.	"	1879		1st Mortgage S.F. (convertible)	500,000	8	March & Sept.	"	1869	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	1,777,000	8	"	N.Y. & Boston	1882	110
Great Western, Ill.:							1st Mortgage (convert.) Dollar	295,000	8	April & Oct.	"	1882	113
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	102	1st Mortgage (S. F.) convertible	4,231,500	8	"	"	1882	118
" Eastern	45,000	7	Feb. & Aug.	"	1888		Mich. Southern and N'n Indiana:						
1st Mortgage whole line	2,500,000	7	"	"	1888	88	Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
2d Mortgage	2,500,000	7	May & Nov.	"	1893	79	Goshen Air Line	837,000	7	Feb. & Aug.	"	1868	97
Hannibal and St. Joseph:							Detroit and Toledo	924,000	7	"	"	1876	95
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	73-78	92	1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	"	1885	100
Land Security	3,544,000	7	April & Oct.	"	1881	96	2d General Mortgage	2,693,000	7	"	"	1877	96
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Milwaukee and St. Paul:						
Harrisburg and Lancaster:							1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	95
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91	2d Mortgage	1,500,000	7	April & Oct.	"	1884	90
Hartford and New Haven:							Real Estate Purchase	135,500				1874	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and Prairie du Chien:						
Housatonic:							1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Minnesota and Pacific						
Houston and Texas Central:							Real Estate	1,200,000	7	Jan. & July.		1892	61
State (1st Lien) Loan	210,000						Mississippi Central:						
Mortgage	125,000	7			1866		1st Mortgage	1,246,000	7	May & Nov.	New York.		
Hudson River:							2d Mortgage	1,517,000	8	Feb. & Aug.	"		
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	76-70	102	Mississippi Central and Tenn.:						
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	106	State (Tenn.) Loan	529,000	6				
2d Mortgage	1,840,000	7	May & Nov.	"	1875	101	Mississippi and Missouri:						
Convertible	1,002,000	7	"	"	1867	101	1st Mortgage (convertible)	1,000,000	7		New York.		
Illinois Central:							2d Mortgage (S. F.)	400,000	8		"		
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868		1st Land Grant	3,612,000	7		"		
Construction	5,690,500	7	April & Oct.	London.	1875		Mississippi and Tennessee:						
Construction	2,499,000	6	"	New York.	1875	115	Tennessee State Loan	167,270	6	Jan. & July.	New York.	1885	
Redemption bonds	2,563,000	6	"	"	1890		1st Mortgage	600,000	6	"	"	1879	
Sterling Redemption bonds	363,000	7	"	London.	1875		Income Bonds	297,500	10	"	Memphis.	1870	
Illinois and Southern Iowa:							Mobile and Ohio:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Indiana Central:							Sterling (1st mort.) Bonds	4,187,000	6	"	London.		
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100	"	61,500	8	"	Mobile		
Indianapolis and Cincinnati:							Income Bonds of 1841	146,200	8	"	N. Y. & Mob.	1861	
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	" 1852-67	625,700	8	"	Mobile.	72-66	
Ind., Pittsburg and Cleveland:							ten years	75,342	8	"	"		
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Montgomery and West Point:						
2d Mortgage	347,000	7	"	"			Mortgage (due 1863 and '65	39,500	6			73-65	
Indianapolis and Madison:							Mortgage	61,500	8			1866	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Bonds	100,000		Jan. & July.		1870	
Jeffersonville:							Bonds	290,200		"		1876	
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Bonds	639,500		"		1881	
2d Mortgage	392,000	7	April & Oct.	"	1873	66	Morris and Essex:						
Joliet and Chicago:							1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	10
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	2d Mortgage	1,500,000	7	Feb. & Aug.	"		
Joliet and N. Indiana:							Muscogee:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		1st Mortgage	249,000	7				
Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Mortgage (State endorsed)	1,500,000					
2d Mortgage	230,000	6	"	Augusta.	1861		Naugatuck:						
*Kentucky Centr. (Cov. and Lex.)							1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
1st Mortgage	169,000	6					*New Albany and Salem:						
1st Mortgage	260,000	7					1st Mortgage	2,235,000	6				
2d Mortgage (convertible)	1,006,000	7					N. Hav., N. Lond. and Ston'ton:						
Lehigh Valley:							2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95	Extension	116,000	6	May & Nov.	"	1878	
La Crosse and Milwaukee:							New Haven and Northampton:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
Lackawanna and Bloomsburg:							1st Mortgage (H. & Hamp.)	103,000	6		"		
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		New Jersey:						
Lexington and Frankfort:							Company's (various)	850,000	6	Semi-annually.	New York.	var.	
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	70-74		New London Northern:						
Little Miami:							1st Mortgage	60,000	7	Jan. & July.	New London.	1871	
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100	Extension Bonds	72,800	6	March & Sept.	"	1886	
Long Island:							N. Orleans, Jackson and Gt. North:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92	1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
1st Mortgage	500,000	6	"	"	1870		2d Mortgage Bonus	241,000					
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890		N. Orleans, Opelousa, and Gt. West:						
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893		Louisiana State Loan	650,000	6				
Long Dock Co.:							New Orleans City Subscription	1,500,000	5				
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98	1st Mort. Construction	1,730,900	8			1889	
Louisville and Frankfort:							New York Central:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Premium (S. F.) Bonds	6,189,954	6	May & Nov.	New York.	1883	
1st Mortgage	120,000	6	"	"	76-77		Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	
Louisville and Nashville:							Exchanged S'tks (S. F.) B'ds	504,000	6	May & Nov.	"	1883	
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	76-77		" " "B & N. F.	77,000	6	"	"	1883	
Lebanon Branch 1st Mortgage	600,000	7	"	"	78-78		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	
Memphis Branch 1st Mortgage	267,000	7	"	"	70-76		Real Estate Bonds & Mortgages	131,315	7	var.	"	var.	
Bardstown and Louisville	30,000	7	"	"	1870		"	45,560	6	"	"	1883	
City of Louisville bonds	1,074,000		"	"	86-87		Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	"	1876	
Louisville, Cin. and Lexington:							Bonds of Oct. 1863, (S. F.)	2,900,000	6	June & Dec.	"	1887	
1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36	New York and Erie						
Maine Central:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
Loan \$1,100,000	1,092,900	6			80-81		2d Mortgage	4,000,000	7	March & Sept.	"	1879	
Loan \$400,000	314,100	6			70-71		3d Mortgage	6,000,000	7	"	"	1883	
McMinnville and Manchester:							4th Mortgage	4,441,000	7	April & Oct.	"	1880	
State (Tenn.)	372,000	6					5th Mortgage	925,500	7	June & Dec.	"	1888	
Mortgage	24,000	7					Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Martetta and Cincinnati:							Sterling Bonds	3,875,520			London.	1876	
1st Mortgage Bonds	2,388,336	7	Feb. & Aug.	Baltimore.	1891	94	New York and Harlem:						
1st Mortgage Sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
2d Mortgage			May & Nov.	"		72	Consolidated	1,000,000	7	Feb. & Aug.	"	1893	
Scioto & Hocking Val. R. mort.	300,000	7	"	"	1888		3d Mortgage	980,300	7	Jan. & July.	"	1891	
Memphis, Clarkesv. and Louisv.							New York and New Haven:						
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,988,500	6	April & Oct.	New York.	1875	
Memphis and Ohio							N. York, Providence and Boston:						
State (Tenn.) Loan	340,000	6					1st Mortgage	500,000		Feb. & Aug.	New York	1878	



## AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$639,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond	1875-76	
North-Eastern (S. C.):							Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	69 1/2
1st Mortgage	700,000	7	March & Sep.	Charleston	1869		Mortgage (Registered)	504,000	7	"	"	1873	69 1/2
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Prof. Stock (see'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873		Mortgage bonds	130,500	7	June & Dec.	Petersburg	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
Mid. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore			Rome, Watertown and Ogdensburg:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1868	144
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	85	2d Mortgage	937,500	7	"	"	1868	60
North. Cen., 3d Mort. (\$2,500,000)	1,004,500	6	April & Oct.	"	1900	83	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	92 1/2	1st Mortgage	400,000	10	Jan. & July	New York	1875	118
Chattell Mortgage	260,000	10	"	"	1887	110	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	7 1/2
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	185,000	6	Jan. & July	Boston	1877		Six per cents	75,912	6	"		1875	
Bonds for Dividend Scrip	59,000	7	"	New York	1874		Sand'sky, Mansfield and N'wark						
Steamboat Bonds	70,500	7	Feb. & Aug.	"	1873-70		1st Mortgage	1,200,000	7	Jan. & July	New York	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	95 1/2	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		3d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	125,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	"	1875		Domestic Bonds	284,500	6	Jan. & July		1873-74	
2d Extension	570,500	8	May & Nov.	"	1873	70	Domestic Bonds	643,500	7	April & Oct.		1869-91	
Ogdensburg & Lake Champlain:							Steril. Skg f'd b'ds after Jan. 1, '70	2,012,994	6	Jan. & July	London	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston	1869	100	Do. do. do.	273,187	5	Jan. & July	Charleston	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	386,000	6	Jan. & July	Oswego	70-80		1st Mortgage	500,000					
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July	New York	1868-70	68 1/2	1st Mortgage	437,000			Macon	1875-85	
Panama:							Stenbary and Ind. (P. C. and O.):						
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870		1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870	70
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	100
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York	1868	90	1st Mortgage (series A)	1,100,000	7	Jan. & July	New York	1894	96
Pennsylvania:							" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage	4,930,000	6	Jan. & July	Philadelphia	1880	103	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84 1/2
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98 1/2	" (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage Sterling	2,283,840	6	"	London	1875		" (series E)	1,700,000	7	"	"	1894	81
State Works Bonds	6,700,000	5	Jan. & July	Harrisburg	1894	102	St. L. Jacksonv. and Chicago:						
Penobscot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	1874-75		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Mortgage (70-75)	300,000	6	Jan. & July	Petersburg	1870-75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1862-70-72)	314,900	6	"	"	1872-72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-68)	175,000	6	"	"	1865-68		1st Mortgage	1,600,000	7	June & Dec.	New York	1894	84 1/2
Last Mortgage (1863 to 1869)	42,000	8	"	"	1863-69		Toledo, Wabash and Western:						
Phila. German'n and Norris'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York	1890	68
Convertible Loan	292,500	6	Jan. & July	Philadelphia	1885		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	52 1/2
1st Mortgage (Sub. and Erie)	1,000,000	7	April & Oct.	Philadelphia	1877	100 1/2	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
1st Mortgage (general)	5,000,000	6	"	"	1881	91 1/2	Sinking Fund B'ds (T. W. & W.)	250,000	7	April & Oct.	"	1871	86 1/2
2d Mortgage	3,000,000	6	"	"	1885	80 1/2	Equipment bonds (T. & W.)	300,000	7	May & Nov.	New York	1882	73
3d Mortgage	4,000,000	6	"	"	1901		Consol. mort. (T. W. & W.)	1,890,000					
Philadelphia and Reading:							Vermont Central:						
Bonds of 1836 (unconvertible)	182,400	5	Jan. & July	Philadelphia	1880		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	77 1/2
" 1849	2,366,600	6	April & Oct.	"	1870	103	2d Mortgage Coupon	1,500,000	7	Jan. & July	"	1867	35
" 1861	106,000	6	Jan. & July	"	1871	96	Vermont and Massachusetts:						
" 1843	1,525,300	6	"	"	1880	94 1/2	Mortgage Bonds	924,906	6	Jan. & July	Boston	1883	96 1/2
" 1844	804,000	6	"	"	1880	94	Virginia Central:						
" 1845	101,000	6	"	"	1880	94	Mort. guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880	
" 1849	67,000	6	"	"	1880	94	Mortgage (coupons)	206,500	6	"	Richm'd	1872	
" 1857, (convertible)	171,500	6	"	"	1886	96	Mortgage (coupons)	983,000	6	"	New York	1884	
" 1836	288,000	7	"	"	1872-77		State Loan 1854-60	210,000	6	"	Richmond	1876	86 1/2
Phila. Wilmington and Baltimore:							Funding Interest bonds	135,059	8	"	"	1870-77	
Mortgage Loan	411,000	6	Jan. & July	Philadelphia	1884	97	Dividend bonds	121,227	6	"	"	65-76	
Pittsburg and Connellsville:							Virginia and Tennessee:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74 1/2	1st Mortgage	494,000	6	Jan. & July	New York	1872	
Pittsburg, Ft. Wayne and Chicago:							2d Mortgage	23,500	6	"	"	1878	
1st Mortgage (series A)	875,000	7	Jan. & July	New York	1912	106 1/2	3d or Income Mortgage	314,500	6	"	"	1865	55
" (series B)	875,000	7	Feb. & Aug.	"	1912		Enlarged Mortgage	598,800	6	"	"	1884	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warren (N. J.):						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	660,000	7	Feb. & Aug.	New York	1875	
" (series E)	875,000	7	May & Nov.	"	1912		Warwick Valley, N. Y.:						
" (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	85,000	7	April & Oct.	New York	1880	84
2d Mortgage (series G)	860,000	7	Jan. & July	"	1912	99 1/2	Waterdown and Rome:						
" (series H)	860,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	709,500	7	March & Sept.	New York	1880	
" (series I)	860,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series J)	860,000	7	April & Oct.	"	1912		Sterling (\$899,900)	4,319,520	5	April & Oct.	London	1863-71	
" (series K)	860,000	7	May & Nov.	"	1912		Dollar Bonds	936,500	6	"	Boston	1875	98
" (series L)	860,000	7	June & Dec.	"	1912		West Jersey:						
3d Mortgage	2,000,000	7	April	"	1912	93	1st Mortgage	238,000	6	March & Sept.	Camden	1883	92 1/2
Bridge Bonds	158,000	7	May & Nov.	Philadelphia	1876		2d Mortgage	780,000	7	"	Philadelphia	1896	
Pittsburg and Stenberville:							Western Maryland:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881	76	1st Mortgage	596,000	6	Jan. & July	Baltimore	1890	80
Potsdam and Watertown:							1st Mortgage guaranteed	200,000	6	"	"	1890	96
1st Mortgage guaranteed	521,500	7	June & Dec.	New York	64-74		Western Pacific:						
Quincy and Toledo:							1st Mortgage	3,156,400	6	June & Dec.	N.Y. & Lond.	1895	
1st Mortgage	520,000	7	May & Nov.	New York	1890	80	2d Mortgage	7	Feb. & Aug.	"	1896		
Raleigh and Gaston:							Wilmington and Manchester:						
Coupon	100,000						1st Mortgage	596,000	7	June & Dec.	New York	1866	
Raritan and Delaware Bay:							2d Mortgage	200,000	7	May & Nov.	"	1873	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1888		Income Bonds	169,000	7	March & Sept.	"	1864	
2d Mortgage	250,000	7	"	"	1883		Wilmington and Weldon:						
Equipment Bonds	296,000	7	"	"	1876		Sterling Bonds	576,887	6	"	London	1881	
Richmond, Fred. and Potomac:							"	179,777				1886	
Sterling (£87,000)	334,000	6	"	"	1860								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.																	
ALABAMA.																							
30 Jun. '00	65.0			50.6			Alabama and Florida	1,451,336			877,963	508,500	105,255	1,515,704	54.0			101,102	37,806				
28 Feb. '99	30.3			58.1	2	2	Alabama and Mississippi	481,505	30,991		335,010	109,500	21,632	518,985	30.3			55,791	81,852				
31 May '00	109.6			57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,087,006	777,777	240,485	2,476,028	109.6			207,626	111,232				
30 Jun. '99	57.0			171.3			Mobile and Girard	1,600,000							57.0	236,791	76,778	21,006					
31 Dec. '06	469.3	13.5		49.4	21	20	Mobile and Ohio	9,258,002	2,189,562		3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,490					
28 Feb. '07	88.5	28.4			21	12	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	118.9		170,707	449,007	189,402				
ARKANSAS.																							
1 Nov. '98	38.5			107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,949									
CALIFORNIA.																							
30 Dec. '00	22.5						Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5			230,251	104,594				
CONNECTICUT.																							
31 July '05	23.8	1.9			6	5	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000			23.8	53,955	103,338	26,249	8				
31 Jan. '06	122.4	17.7	75.1		18	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,938,740			122.4	319,433	644,726	166,189					
31 Aug. '07	61.4	10.2			26	42	Hartford and New Haven	3,288,932	254,000	1,408,095	3,000,000	927,000	104,138	4,946,027	75.2	546,113	1,685,334	592,283	12	174			
31 Dec. '05	74.0	8.9			10	12	Housatonic	2,439,775		347,919	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,096	66,463					
31 Dec. '05	57.0	2.0			8	11	Kaungtuck	1,465,639			1,100,000	295,000	34,965		62.0	159,074	419,469	135,922	10				
28 Feb. '06	50.0	2.6			8	10	N. Haven, N. London and Ston.	1,454,040			738,538	768,000			62.0		67,148	loss					
30 Nov. '07	93.0	8.9	10.0		5	3	New Haven and Northampton	2,561,142			1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195		2				
30 Nov. '07	100.0				15	13	New London Northern	1,402,267		173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8	85			
31 Mar. '07	61.3	1.0	63.8		35	68	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,078,500	258,046	8,272,183	117.4	787,826	2,068,200	704,016	10	151			
30 Nov. '07	59.4	7.0	9.5		20	19	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	639,500	9,172	3,380,357	66.4	364,521	680,438	204,086	8	90			
DELAWARE.																							
31 Oct. '00	84.3		10.7				Delaware	1,552,257			406,132	870,000	271,877	1,607,584	84.3	136,631	138,970	41,466					
31 Oct. '02	16.2						Newcastle and Frenchtown	704,860		18,535			5,024	749,544	5.0		27,283	10,290	9				
FLORIDA.																							
— '02	154.2			150			Florida																
30 Apr. '00	32.0	3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,877	3,535					
— '02	69.9	5.0					Fla., Atlantic and Gulf Central																
— '02	100.0	8.9	10.0	153	5		Pensacola and Georgia								29.4								
GEORGIA.																							
30 Jun. '07	56.7				18	6	Atlanta and West Point	1,290,079		145,554	1,232,200	35,500	56,575	1,346,632	56.7			391,477	68,880	34			
— '02	92.6		8.7	70.9			Atlanta and Gulf—M. Trunk								30.0								
31 Dec. '00	53.0						Augusta and Savannah	1,032,200			733,700	129,500			53.0			168,988	95,612				
30 Apr. '00	43.5						Brunswick and Florida	755,000			151,887				31.0								
30 Nov. '06	191.0				49	31	Central of Georgia (and Bank)	4,472,000		1,849,923	4,666,900	785,000	183,940	6,685,956	229.0			1,734,749	359,214				
31 Mar. '07	171.0	71.0			46	23	Georgia (and Bank)	4,156,000		1,999,361	4,156,000	386,000	241,932	7,175,281	242.0			1,136,142	246,356	64			
30 Nov. '00	102.5				19	16	Macon and Western	1,500,000			1,500,000			12,295	1,658,976	102.5	226,241	404,618	212,676	19			
31 July '05	50.0				7	2	Muscooke	774,244	162,534		669,950	249,000		1,026,868	60.0		202,714	110,516	8				
1 May '08	68.1				3	4	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6								
31 July '07	106.1	100.8	16.2		19	20	South Western	3,388,131	414,195	53,855	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,958	332,551	9				
30 Sep. '09	138.0				52	24	Western and Atlantic	5,901,497			—	—	—	—	128.0			832,343	454,541				
ILLINOIS.																							
31 Dec. '07	280.0				72	34	Chicago and Alton	10,276,604		1,306,703	6,311,982	3,944,000	402,973	11,533,307	280.0	1,672,965	3,892,861	1,748,733	10	132			
30 Apr. '07	317.0	83.0	47.0		119	55	Chic., Burlington and Quincy	13,246,711	2,956,327	2,758,986	10,399,010	5,458,250	365,542	18,967,024	400.0	2,421,566	6,146,862	2,703,463	20	151			
31 May '07	491.0	661.4	30.0		248	133	Chicago and Northwestern	4,187,570		3,992,752	2,021,621	16,251,000	1,123,476	45,864,322	115.2		10,161,735	2,226,967					
31 Mar. '07	181.8	181.5			92	46	Chicago, Rock Isl. and Pacific	15,313,322		3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,821,307	3,674,034	1,413,999	10	103			
31 May '06	174.5	5.5	14.3		21	22	Great Western	4,039,561		1,648,551	2,350,000			4,214,542	180.0		742,097	377,476					
31 Dec. '07	454.8	252.5			150	94	Illinois Central	21,328,473		10,333,407	22,415,780	10,544,500	41,562,280	703.3	3,765,216	7,100,992	3,512,306	10	166				
31 Dec. '07	111.0				112	21	Toledo, Peoria & Warsaw	6,456,556		600,700	79,013	8,675,116	2,873,000	229,004	7,138,289	111.0	297,509	764,463	187,005				
31 Dec. '07	195.0	14	12.2		46	30	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	209.0		2,207,931						
INDIANA.																							
— '02	224.0				41	23	Chicago and Great Eastern				4,390,000	5,600,000			224.0								
31 Aug. '05	132.0				14	10	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720					
31 Dec. '02	72.4				19	17	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	165,541					
31 Dec. '08	89.8	20.2			23	19	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,639	3,468,108	110.0		448,858	230,834	9	264			
31 Dec. '04	84.0				15	—	Ind., Pittsburg and Cleveland	2,755,556		240,522	1,872,000	997,000		2,975,878	84.0	354,539	771,763	307,832					
1 Dec. '02	78.0	11.0			16	14	Jeffersonville	1,549,518		278,334	1,015,907	621,000		2,175,228	108.0	312,569	527,963	268,166					
31 Mar. '04	86.0	46.0	8.0		17	10	Indianapolis and Madison	1,464,347			819,900	640,000		1,588,763	132.0		315,172	117,941	6	100			
— '08	288.0				26	23	Louisv., N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,402	85				
30 Nov. '06	73.0						Terre Haute and Indianapolis	1,988,160		991,131	1,988,160	5,000	162,285	2,979,281	73.0	448,384	1,049,720	297,126	12	159			
IOWA.																							
30 Apr. '06	75.5			176.5																			



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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.			
						Passenger.	Freight, etc.			Bonds and Mortgage Debt.	Other Liabilities.	Gross.	Net.											
M.	M.	M.	M.	No.	No.	No.													P. c.					
MAINE.																								
30 Nov. '82	55.0				6	4	74	Androscoggin	1,060,000			151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461					
30 Jun. '86	149.0		25.0		41	17	349	Atlantic and St. Lawrence	7,054,039			2,494,900	3,471,560	1,985,870	7,962,330	149.0	878,873	1,116,113	177,873		45			
31 Dec. '86	63.0		8.0		12	11	120	Portland and Kennebec	3,000,000			1,000,000	2,000,000		3,000,000	109.5	309,481	612,118	177,423					
31 May, '86	99.7	9.6			13	16	233	Maine Central	4,212,201		57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,668	489,592	219,302					
31 May, '87	61.3				14	4	167	Portland, Saco and Portsmouth	1,300,184		498,438	1,500,000			1,868,669	61.3	227,394	529,325	230,825	6	107			
MARYLAND.																								
30 Sep. '85	379.6	7.2			243	164	4,549	Baltimore and Ohio	21,450,451	8,021,755	18,010,717	16,151,962	9,756,011	1,090,221	43,083,124	266.8	3,798,323	10,066,766	4,437,983	10	123			
30 Sep. '86	30.0							Washington Branch	1,650,000			1,650,000			2,358,013	39.0	584,843	916,286	560,992	10	127			
31 Dec. '87	133.0	4.0	25.0		99	60	4,190	Northern Central	9,667,415	1,048,096	1,747,641	4,643,900	5,764,500	1,812,648	18,083,151	326.0	3,890,863	1,212,159		8	49			
MASSACHUSETTS.																								
30 Nov. '87	111.0	19.5	9.8	209.6	18	12	176	Boston, Hartford & Erie	19,242,081			14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,687	369,577	50,770					
30 Nov. '87	26.8	1.8	43.4		27	28	707	Boston and Lowell	2,470,254	183,346	545,047	1,891,500	944,500	74,006	3,198,344	71.0	326,671	978,068	234,804	8	180			
30 Nov. '87	74.3	8.8	84.7		42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974			5,062,301	147.8	568,737	1,603,167	481,471	10	140			
30 Nov. '87	47.0	7.0	46.0		31	47	412	Boston and Providence	5,162,600	207,400	399,367	3,360,000			3,759,367	61.8	448,521	1,066,147	277,308	10	179			
30 Nov. '87	44.6	24.0	66.6		40	71	442	Boston and Worcester	4,334,640	605,360	1,244,615	5,000,000			36,352	1,414,616	68.6	783,666	1,942,500	781,421	6	101		
30 Nov. '87	46.0	1.1	2.7		7	12	211	Cape Cod Branch (par 60)	945,761	86,894	66,962	721,928			6,134	1,098,587	47.1	88,388	197,981	61,251	6	94		
30 Nov. '87	60.0	3.4	12.3		14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000		594	2,246,483	53.4	285,750	629,165	160,164	8	124		
30 Nov. '87	44.1	60.4	36.4		41	70	699	Eastern	4,616,276	622,334	418,090	3,893,300	1,770,400	663,200	3,616,500	94.5	863,222	1,447,046	545,630	8	120			
30 Nov. '87	51.0	42.5	76.9		31	83	507	Fitchburg	3,189,861	360,149	438,637	3,540,000			4,050,280	98.5	558,332	1,101,444	646,744	9	132			
30 Nov. '87	13.9		3.9		3	3	40	Fitchburg and Worcester	295,668	40,226		248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,446					
30 Nov. '87	12.3		2.3		2	3	21	Lowell and Lawrence	332,884	50,274	5,345	200,000	73,000	2,160	368,508	(O. & N. Y. B. & A. L.)	21,780	17,968						
30 Nov. '87	14.6		3.0		12	13	232	Nashua and Lowell	678,919	96,884	81,222	720,000		15,930	855,725	74.8	381,529	440,241	74,679	10	131			
30 Nov. '87	20.1	1.6			5	12	81	New Bedford and Taunton	482,582	47,018	5,775	500,000	174,000		674,000	21.6	76,756	182,954	43,061	8	101			
30 Nov. '87	180.8	10.0	32.3		34	69	387	Old Colony and Newport	6,214,824	696,805	905,677	4,848,320	2,870,000	128,060	7,618,800	141.0	826,061	1,381,065	336,510	6	93			
30 Nov. '87	18.6		1.4		1	2	1	Pittsfield and North Adams	411,825	81,852		450,000			450,000	18.6	50,080	108,894	27,782	6	90			
30 Nov. '87	42.4	1.0	10.0		19	17	682	Providence and Worcester	1,461,943	340,298	19,182	1,800,000		5,000	1,821,429	44.4	321,555	702,946	160,429	8	124			
30 Nov. '87	16.9		1.7		3	3	193	Salem and Lowell	381,470	82,543	6,679	243,305	226,900		486	470,692	(O. & N. Y. B. & A. L.)	17,500	16,688	11	110			
30 Nov. '87	11.1	0.0	1.0		4	8	65	Taunton Branch	250,000		43,730	250,000		4,292	293,730	11.7	58,992	217,997	26,945	8	112			
30 Nov. '86	6.1			26.5				Troy and Greenfield				923,942	979,308		(Oper. by Troy and Boston.)									
30 Nov. '87	69.3	8.0	6.5		12	12	186	Vermont and Massachusetts	2,250,086	207,343	93,908	2,860,000	550,345	2,327	3,690,337	77.3	199,126	461,424	62,594	14	104			
30 Nov. '87	166.1	17.5	184.2		103	63	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520		17,991,983	173.0	1,840,291	4,086,707	1,249,296	10	104			
30 Nov. '87	46.7		10.6		11	15	229	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200		69,906	1,648,826	46.7	280,847	449,388	161,360	8	116			
NEW HAMPSHIRE.																								
31 Mar. '87	98.5		0.2		14	10	232	Boston, Concord and Montreal	2,850,000		431,345	1,799,000	1,050,000	30,974	3,281,345	93.5		467,714	147,122	3	80			
30 Nov. '87	58.6		8.0		2	15	271	Cheshire	2,682,307		280,780	2,085,925	672,200		2,970,087	63.6	433,650	688,000	128,462	9	74			
31 Mar. '87	34.5				28	26	470	Concord (par 50)	1,500,000		148,924	1,500,000			1,746,868	121.4	500,024	941,321	148,888	9	74			
31 Mar. '87	26.9		2.8		2			Manchester & Lawrence	825,000	175,000		1,000,000			1,000,000	(Oper. by Concord)		97,925	9	130				
31 Mar. '87	19.3		1.0					Manchester and Northwester	600,000			200,000			600,000	(Oper. by C. & N. Y. B. & A. L.)		50,267	48,317					
31 Mar. '87	96.2	13.0	12.5		24	23	465	Northern New Hampshire	3,068,400		605,862	3,068,400	145,400	14,217	3,674,262	82.2	362,540	681,301	242,998	8	117			
NEW JERSEY.																								
31 Dec. '87	64.2		8.9		20	18	787	Belvidere Delaware	3,673,040			996,250	2,245,000	542,668	3,783,917	79.2	283,040	595,278	168,138					
31 Dec. '87	61.2	42.4	81.0		74	96	201	Camden and Amboy	10,099,001		4,381,251	7,987,413	10,182,137		18,169,550	124.2		3,605,511	781,801	10	127			
31 Dec. '87	60.2		4.7		8	28	93	Camden and Atlantic	2,137,423			1,103,043	1,034,380	127,871	2,265,294	60.2		325,497	147,928		63			
31 Dec. '87	75.0		98.0		71	67	1,122	Central of New Jersey	3,180,645	2,075,493	5,497,127	13,768,000	1,500,000	1,049,963	19,198,563	90.0	1,549,446	3,350,398	1,472,376	10	123			
31 Dec. '87	61.5	6.2	61.0		42	48	692	Morris and Essex	7,965,596	4,988,012	1,018,617	3,616,350	6,347,437	1,113,438	11,477,226	87.7	827,528	1,882,840	164,544	24	65			
31 Dec. '87	33.8		33.8		37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,862,614	6,972,617	7,560,241	33.8	677,201	1,885,933	846,150	10	133			
31 Dec. '87	52.8		3.0		5	18	29	Northern New Jersey	495,044			169,100	300,000	62,145	495,044	25.0	128,304	252,368	48,459					
31 Dec. '87	65.0	16.0	7.9					Raritan and Delaware Bay	4,995,592			2,530,700	1,064,500	1,066,587	5,282,067	81.0		431,361	6,064		65			
31 Dec. '87	18.3							Warren	2,000,000		59,050	1,647,650	611,400		2,659,060	18.3		458,006	159,276	7	91			
31 Dec. '87	67.5		3.9		7	18	183	West Jersey	1,250,172		617,356	304,150	1,018,000		1,822,160	87.5		278,639	119,287	14	91			
NEW YORK.																								
30 Sept. '87	117.0		9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,346	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	484,228	220,215					
30 Sept. '87	36.7				6	3	23	Buffalo, Corry and Pittsburgh	1,119,074		139,078	359,640	600,000	298,612	1,258,152	43.0	20,733	49,169	28,850					
30 Sept. '86	142.0		13.0		28	32	411	Buffalo, New York and Erie	3,368,088			960,000	2,380,000	Leased to Erie R. Co.				233,100		7	140			
30 Sept. '87	88.3		25.0		44	24	858	Buffalo and Erie	5,109,333		890,067	5,000,000	2,000,000		6,000,000	88.3	901,351	2,352,230	576,842	10				
31 Dec. '87	480.0	97.0	37.8		371	192	5,827	Erie	49,247,770		5,071,492	25,111,210	22,429,927	3,524,813	64,319,283	784.0	6,458,297	14,317,313	2,662,141	6	69			
30 Sept. '87	144.0		156.6		82	140	1,032	Hudson River	11,480,415	6,018,602		9,981,500	6,188,000	1,167	17,505,037	150.0	1,698,328	5,111,800	1,886,047	8	133			
30 Sept. '8																								



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.			
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.					
PENNSYLVANIA.																								
31 Jan. '66	44.0			136.0	156	98	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,870,342	44.0	184,201	356,277	123,892			18		
31 Oct. '67	387.3	38.2	85.7		156	98	3,422	Atlantic and Great Western	58,812,853		26,136	27,798,923	29,950,900	1,049,168	58,838,989	568.7		5,195,266	1,820,329					
31 Oct. '67	65.0	2.6	5.0		21	9	260	Catawissa	3,634,000			3,359,500	262,500		3,634,000	67.8	236,991	502,918	443,261			6		
31 Oct. '67	74.0		8.6		16	14	222	Cumberland Valley	1,691,037			1,316,900	356,100		1,691,037	74.0	236,078	534,296	94,147			8		
31 Oct. '67	113.0		92.0		98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,396,020	3,308,000		703,206	17,402,226	204.6	2,034,624	2,612,979	—		124		
31 Oct. '67	86.0		7.8		11	6	120	East Pennsylvania	1,551,539	310,126		654,600	674,900		1,861,664	38.0	221,129	538,531	269,999			5		
31 Oct. '67	78.0		12.0					Elmira and Williamsport	2,268,000	352,000		1,000,000	1,620,000		2,620,000	78.0	369,004	640,768	202,865			31		
31 Oct. '67	81.6	2.0	8.4		19	11	540	Erie and Pittsburgh	1,945,591	772,407	200,000	664,300	1,270,200		2,917,998	100.6	369,004	640,768	202,865			5		
31 Oct. '67	88.0	18.0	33.0					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	68.0	186,451	62,343	133,284			7		
31 Oct. '67	44.0	14.8			16	4	60	Huntingdon and Broad Top	2,192,514			685,130	1,656,246		2,341,376	58.8	149,189	186,451	62,343			56		
31 Oct. '67	80.0		13.6		21	61,278		Lackawanna and Bloomsburg	3,231,358	621,772		1,335,000	2,273,296		68,820	3,758,150	508,071	790,808	235,546					
31 Oct. '67	91.0	46.8	16.0		33	81,850		Lehigh and Susquehanna	9,460,625	1,747,141	5,523,319	9,739,800	7,990,285		16,730,085		91,140	534,154	188,776			8		
31 Oct. '67	101.0	60.2	148.5		90	18	3,706	Lehigh Valley	11,459,652	3,407,490		10,731,400	1,437,000		866,111	14,867,142	1,224,379	3,580,761	1,272,069			50		
31 Oct. '67	28.2	3.0	24.7					Little Schuylkill	1,466,682		2,047,438	2,644,100	865,000		3,514,100	oper. by Reading R.R.			802,048			4		
31 Oct. '67	93.3		51.9					Mine Hill and Schuylk. Haven	3,775,000			3,775,000			3,775,000				261,694			3		
31 Oct. '67	55.0	11.9	16.0		25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154		6,992,287	66.9	343,012	898,574	261,694			5		
31 Oct. '67	354.9	36.4	480.4		428	213	8,537	Pennsylvania	29,115,089		5,834,056	21,045,760	13,311,840		691,555	31,949,145	561.6	7,740,290	16,346,156	4,151,521			11	
31 Oct. '67	17.0	3.0	4.7		20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,556,500	116,100		1,856,993	24.2	815,164	634,717	298,518			10		
31 Oct. '67	287.5	70.4			90	38	1,452	Phila. and (Sunbury) Erie	17,469,168		1,545,700	5,996,700	13,000,000		22,473	19,019,173	287.6	1,604,823	2,334,731	—		6		
31 Oct. '67	147.0	20.2	256.6		268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,556,101	6,500,825		30,416,926	474.8	3,877,467	9,106,496	2,493,542			10		
31 Oct. '67	26.5		32.2					Philadelphia and Trenton	1,378,697		287,418	1,099,120	200,000		1,666,116	33.8	878,241	2,432,531	890,730			9		
31 Oct. '67	96.0	3.8	106.0		45	78	988	Phila., Wilmington and Balt.	10,969,300		26,000	9,058,300	1,926,000		10,884,300	99.8	638,804	608,596	270,419					
31 Oct. '67	58.4		17.4		13	13	74	Pittsburg and Connelleville	2,251,908	266,158	902,926	1,776,129	1,600,000		74,863	3,420,992	70.9	638,804	608,596	270,419				
31 Oct. '67	488.3	61.0	130.0		199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927			11,467,402	12,564,500		83,778	25,118,927	544.2	4,618,501	7,278,898	2,382,623			11	
31 Oct. '67	28.0		6.0					Shamokin Valley & Pottsville	1,959,450			869,450	700,000		1,669,450	28.0	164,003	280,452	107,811			51		
31 Oct. '67	26.4		4.5		10	16	52	Westchester & Philadelphia	1,390,883	180,693	10,000	684,036	962,600		132,966	880,602	25.4	167,552	375,630	189,705				
31 Oct. '67	42.4	21.3	12.3					Western Pennsylvania	2,876,330		49,660	822,450	1,283,600		630,919	2,925,990	operated by Penn.							
31 Oct. '67	30.6		4.9		9	4	208	Tioga	829,995	255,180	22,301	576,400	250,000		35,000	1,107,476	84.6	124,306	262,569	133,671			8	
RHODE ISLAND.																								
31 Aug. '67	62.0		5.1		16	17	133	N. Y., Providence and Boston	2,568,000		352,175	2,000,000	600,000		2,920,175	62.0	255,431	486,140	111,835					
SOUTH CAROLINA.																								
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,265	195,268		197,906	1,099,538	51.9		283,263	151,856			6	
31 Dec. '58	109.6				13	9	170	Charlotte and South Carolina	1,719,046			1,201,000	384,000		1,645									
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,426,008	1,145,000		345,546				341,190	126,871				
28 Feb. '67	102.0				11	8	105	North Eastern	2,145,181		51,078	898,950	1,028,000		272,259	2,199,209	102.0	154,496	117,775	66,687				
31 Dec. '66	136.0	106.0			47	34	343	South Carolina	8,511,957		649,110	5,919,275	3,564,796		447,491	9,827,475	242.0		1,312,738	387,332				
TENNESSEE.																								
30 Sep. '60	47.6				17	11	200	Central Southern (Tenn.)	1,021,430	58,133		505,214	2,141,970		99,110	1,137,707	47.6		29,967	19,187				
30 June '66	30.0		1.8		15	8	185	East Tennessee and Georgia			824,263	657,700	2,176,500		541,858	4,224,347	130.3	10 mos.	441,029	154,081				
30 June '66	140.0		8.0		16	8	178	East Tennessee and Virginia	3,399,984			5,312,725	3,126,530		221,987	9,451,517	291.0	786,331	1,661,612	71,490				
30 Jun. '67	271.6	19.4	20.0		55	50	478	Memphis and Charleston	6,293,586	1,002,001	2,106,331	5,151,725	3,126,530		221,987	9,451,517	291.0	786,331	1,661,612	71,490				
1859	271.6	16.0	20.0		9	9	242	Memphis and Ohio	2,259,267	141,144		670,000	1,261,000		298,721	740,000								
1859	100.0		30.0	55.8				Memphis, Clarkesv. & Louisv.	2,000,000	100,500		298,721	740,000		298,721	740,000								
30 Sep. '68	99.2				12	7	92	Mississippi and Tennessee	3,016,107			825,399	1,099,600		662,059	3,016,107	99.2		367,252	173,729				
1859	47.4		2.3		4	6	46	Mississippi Central and Tenn.	892,719	82,908		317,447	632,500		22,369		47.4	54,175	83,129	44,606				
1859	34.2		7.0		12	2	81	McMinnville and Manchester	653,807	55,516		144,594	406,000		5,000		34.2	30,065	28,808	13,592				
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,066,544	1,781,000				159.0		734,118	337,234			6	
1859								Nashville and Northwestern																
1860	45.8		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016		696,922	860,000		204,544		45.8	57,950	127,953	67,243				
1860	30.9		0.6	8.0				Winchester and Alabama				216,982	413,000		408,477		30.0		1,248					
TEXAS, (all aided by State)																								
	58	32.0		183.0				Buffalo Bayou, Braz. & Gulf									32.0							
	58	56.0						Galveston, Houston, & Henderson				275,080	240,000		171,560		50.0	31,300	32,670					
	60	50.0	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000						369,000		70.0	102,300	282,846	190,563				
1 May '60	76.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345								25.0							
	69	20.0		110.0				San Antonio & Mexican Gulf.																
VERMONT.																								
31 May '67	110.3		6.6		11	10	328	Connect. & Passumpsic Rivers	3,071,637		100,124	1,961,800	573,800		521,102	3,171,511	110.3	171,490	495,706	184,652				
31 Aug. '68	119.6		16.0		26	25	665	Rutland and Burlington	3,991,705	556,275		2,233,376	3,257,471		896,219	3,863,166								



## PREFERRED AND GUARANTIED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guaranteed)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	70 1/2
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	18
Ontario (preferred)	1,150,000	7	7	27 1/2
Chesapeake (guaranteed)	380,000	7	7	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---
Chesapeake (preferred)	2,017,825	7	7	67 1/2
Chicago & Alton (preferred)	2,426,400	7	7	130
Chicago & Northwestern (pref.)	14,789,125	7	7	81 1/2
Oochecho (preferred)	177,750	7	7	---
Ot. & Passumpsic Rivers, (pref.)	1,773,500	10	10	85 1/2
Cumberland Valley (1st preferred)	241,900	6	6	---
" (2d preferred)	243,000	6	6	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---
Dubuque & Sioux City (preferred)	1,988,171	7	7	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---
Elmira & William-port (preferred)	500,000	7	7	40 1/2
Erie (preferred)	5,536,910	7	7	75 1/2
Hannibal & St. Joseph (preferred)	523,865	7	7	91
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	7	7	104
Indianapolis & Madison (pref.)	407,900	6	6	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marietta & Cincinnati (1st pref.)	656,135	7	7	28 1/2
" (2d pref.)	4,051,744	7	7	10
Michigan B. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	8,204,295	8	8	103
" (2d pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7	7	70 1/2
New Haven & Northampton (guar.)	1,010,000	4	4	---
New York & Harlem (preferred)	1,500,000	8	8	125
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guaranteed)	630,000	6	6	---
Paterson & Ramapo (guaranteed)	243,000	6	6	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	6	6	---
" (preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	68 1/2
Toledo, Wabash & Western (pref.)	1,000,000	7	7	71
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	7	---
" (2d pref.)	908,400	7	7	---
Troy & Greenbush (guaranteed)	274,400	6	6	45
Vermont & Canada, (guaranteed)	1,600,000	8	8	102 1/2
Warren (guaranteed)	1,403,300	7	7	---
White Mountains (guaranteed)	200,000	6	6	---
Wrightav. Y. & Gettysburg	317,050	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1886	95	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	
" " sterling	4,375,000	6 " "	1890	---	
Preferred bonds	1,700,000	6 " "	18--	80	
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	82	
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	
Delaware & Raritan:					
See Camden & Amb.R.R.					
Erie and Penn:					
Bonds	673,790	7 J. & J.	1865	---	
Interest Certificates	161,940	6 " "	1868	---	
Lehigh Navigation:					
1st Mortgage	414,158	6 Qtrly.	1870	---	
Six per cent. Loan	5,484,351	6 " "	1884	84	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	
2d Mortgage	57,000	6 " "	1865	---	
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	97	
2d Mortgage	316,750	6 " "	1878	83	
Boat Loan	297,010	6 " "	1865	85	
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	65	
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	86	
2d Mortgage	3,980,670	6 J. & J.	1882	74	
Improvement	1,601,670	6 M. & N.	1876	96	
Susquehanna & Tide Water:					
Maryland Sterling Loan	116,000	5 J. & J.	1865	---	
Mid. stg. loan converted	200,376	6 " "	1865	---	
Mortgage bonds	993,000	6 " "	1878	63 1/2	
Preferred Interest b'ds.	227,569	6 " "	1878	---	
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	144	
West Branch & Susquehanna					
1st Mortgage, s'k fund	450,600	6 J. & J.	1878	60	
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	72	

## CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,568		42
Chesapeake and Ohio	100	8,226,595		
Delaware Division	100	1,633,350		46
Delaware and Hudson	100	10,000,000	10	163 1/2
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan				
Lehigh Navigation	50	6,968,148	10	22 1/2
Monongahela Navigation	50	726,800	3	
Morris, (consolidated)	100	1,025,000	10	85
" (preferred)	100	1,175,000	10	74 1/2
North Branch	100			
Sault Ste Marie	100			
Schuylkill Navigation (consolid.)	50	1,908,207		10
" (preferred)	50	2,888,988		20 1/2
Susquehanna and Tide Water	50	2,048,290		15 1/2
Union				
Union (preferred)	50	2,787,000		1 1/2
West Branch and Susquehanna	100	1,100,000		30
Wyoming Valley	50	750,000	15	38

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton 38 -- @ 42 --
Pig, American, No. 1	37 -- @ 38 --
Pig, American, No. 2	35 -- @ 36 --
Bar, Refined, English and American	85 -- @ 90 --
Bar, Swedes, assorted sizes	(gold) 87 50 @ 90 --
STORE PRICES:	
Bar, Swedes, ordinary sizes	-- @ 150 --
Bar, English and American, Refined	95 -- @ 100 --
Bar, English and American, Common	85 -- @ 90 --
Scroll	125 -- @ 170 --
Ovals and Half-round	120 -- @ 150 --
Band	125 -- @ --
Horse Shoe	125 -- @ --
Rods, 1/2 @ 3-16 inch	100 -- @ 160 --
Hoop	138 -- @ 185 --
Nail Rod	per lb. -- @ 10 --
Shee, Russia, Med. No. 1	17 -- @ 18 --
Sheet, Single, D. and T. Common	5 -- @ 7 --
Rails, English	(gold) -- @ 52 50
Rails, American (at works)	75 -- @ 80 --
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices).	
English Cast, (2d and 1st qty.)	per lb. -- 18 @ -- 23
English Spring (2d and 1st qty.)	-- 10 @ -- 12 1/2
English Blister (2d and 1st qty.)	-- 11 @ -- 20
English Machinery	-- 13 1/2 @ -- 16
English German, (2d and 1st qty.)	-- 14 @ -- 16
American Blister, "Black Diamond"	-- 11 1/2 @ -- 17
American Cast, Tool, do.	-- 21 @ -- 22
American, Spring, do.	-- 10 @ -- 13
American Machinery, do.	-- -- @ -- 14
American German do.	-- 10 @ -- 15
COPPER—DUTY: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 84 oz. per square foot, 3 cents per lb.	
Sheathing, New	per lb. -- @ 33
Boils	-- 33 @ --
Braziers	-- 33 @ --
Sheathing, &c., Old	-- 18 @ -- 20
Sheathing, Yellow Metal	-- 26 @ --
Boils, Yellow Metal	-- -- @ -- 26
American Ingot	-- 23 @ -- 23 1/2
LEAD—DUTY: Pig, 12 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. -- @ --
Spanish	(gold) 6 37 1/2 @ 6 50
German Refined	(gold) 6 37 1/2 @ 6 50
English	(gold) 6 37 1/2 @ 6 50
Bar	(net) 10 -- @ --
Pipe and Sheet	(net) 12 -- @ --
TIN—DUTY: Pig, Bar and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca	(gold) per lb. -- 27 1/2 @ -- 27 1/2
Straits	(gold) -- 24 1/2 @ -- 24 1/2
English	(gold) -- 24 1/2 @ -- 24 1/2
Gold—Currency:	
Plates, I.C. Charcoal, p. box	8 12 1/2 @ 8 37 1/2 11 50 @ 12 50
Plates, I. C. Coke	6 75 @ 7 37 1/2 9 50 @ 10 50
Plates, Coke Terne	6 25 @ 6 37 1/2 9 -- @ 9 25
Plates, Charcoal Terne	7 75 @ 8 12 1/2 11 -- @ 11 50
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	-- @ -- 14 1/2
Crude, 40 @ 47 gravity (in shipping order)	-- @ -- 19 1/2
Refined, free, S. W.	-- @ -- 36
Refined, in bond, prime L. S. to W. (110 @ 115 test)	-- @ -- 28
Refined, in bond, Standard White	-- @ -- 31
Refined, in bond, prime White	-- 31 @ --
Naptha, Refined, (60 @ 63 gravity)	-- @ -- 14
Residuum	per bbl. -- @ 3 50

## New York Stock Exchange.

Actual Sale Prices for the week ending June 10.  
Th. F. S. Sat. & M. S. Tu. & W. 10.

Atlantic M. S. S. Co.					30
Boston, Hartford & Erie 15 1/2					
California 75					
Canton Co.	51	51	50 1/2	50 1/2	
Central of N. Jersey	121		123	123	123
Chicago & Alton					132
" " " pref.					
" " " 1 M.					104
" " " S. F.					
" " " Inc. b'ds					
Chicago, Burl. & Q.					
" " " 8 p.c.					
Chi. & Gt. Eastern 1st m. 80		80		81	82
Ohio & Northwest'n	70 1/2	68 1/2	69	69 1/2	69 1/2
" " " pref.	81 1/2	82	81 1/2	81 1/2	81 1/2
" " " 1st M.					95
" " " 2d M.					
" " " S. F.					
" " " Consol.					92 1/2
Chicago & Rock Isl.	97	101 1/2	103 1/2	103	103 1/2
" " " 1st M. 70					
Chi. R. I. & Pa. 75 1896		96 1/2		97 1/2	
Clev. Col. and Cin.					
Clev. and Pittsburg	87 1/2	86 1/2	87 1/2	87 1/2	88
" " " 2 M.					
" " " 3 M.					92
" " " 4 M.					
" " " con. 92					92
Clev. and Toledo	108 1/2	108	109 1/2	108 1/2	108 1/2
" " " S. F. 7 p.c.					
Clev. Painesville & Ash.	106	107			103
Cumberland Coal pref.					
Del. & Hudson Canal					
Del., Lack. & West.					124 1/2
" " " 1 M. S. P. 71-6					
" " " 2 M. S. P. 81					90 1/2
Erie	69 1/2	69 1/2	70		69 1/2
" " " pref.					75
" " " 1 M. 7 p.c. 187					
" " " 2 M. 7 p.c. 179					
" " " 3 M. 7 p.c. 185		96 1/2		97	
" " " 4 M. 7 p.c. 180			91 1/2		
" " " 5 M. 7 p.c. 188					
Great Western 2d mort.		78 1/2	78 1/2		78 1/2
Hudson River	143				142
" " " 1 M. 7 p.c. 69					
" " " 2 M. S. F.					
" " " 3 M. 7 p.c. 75					
Illinois Central	151 1/2	154	155	156	
" " bonds	115				
Marietta & Cin. 1st pref.					
" " " 2d					
Mariposa Mining Co.				5	
" " " pref.			9		
Michigan Central	120	120	120		120
" " S. F. S. P. 82					
" " conv. S. P. 69 1/2	110				
M. S. and N. I.	89 1/2	89 1/2	90 1/2	90 1/2	89 1/2
" " " 1 M. S. F.				99 1/2	100
" " " 2 M.					
Mil. and P. du Chien					103
" " " 1st pref.					
" " " 2d pref.					
" " " 1st M.					
Milw. and St. Paul	66 1/2			65 1/2	64
" " " pref.	78		78 1/2	78	76 1/2
" " " 1st mort.	95	95	95	95	
" " " 2d mort.		89			
Missouri	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
" " " 1st mort.					92 1/2
" " " 2d mort.	89 1/2	89 1/2			
N. Jersey R.R. & T. Co.					
New York Central	134 1/2	132 1/2	134	134 1/2	133 1/2
" " " 7a. S. F. 76					
" " " 7a. conv. 76					
" " " 6a. S. F. 183					94
" " " 6a. S. F. 187					96
N. York & Harlem					
" " " pref.					
" " " 1 M. 7 p.c. 73					
N. Y. and N. Haven					
N. Carolina ds ex-coup.	69 1/2	69 1/2	69	68	
" " new	68 1/2	68 1/2	68	67 1/2	67
Ohio & Miss.	30		30 1/2	30 1/2	30
" " " pref.					
" " " 1st m.				96 1/2	96 1/2
Pacific Mail S.S. Co.	97 1/2	97	97 1/2	97 1/2	96 1/2
Panama	236		94		339
Phila. and Reading	95 1/2	95	94 1/2	94	93 1/2
Pitts. Ft. W. & Chicago	111 1/2	109 1/2	112 1/2	110 1/2	111 1/2
" " " 1 M.				106 1/2	
" " " 2 M.					
" " " 3 M.					
Quicksilver Mining Co.	28 1/2	26 1/2	26 1/2	27	
St. L. Alton & T. H.					
" " " pref.	68 1/2				
" " " 1 M.					
" " " 2 M. pref.					
" " " Inc. b'ds					81
Tennessee ds. ex-coup.	74	73	73 1/2	74	73 1/2
" " new	72 1/2	72 1/2	72 1/2	72 1/2	72
Tol. Wab. & Western	61	60		60 1/2	60 1/2
" " " Pref.					48 1/2
" " " 1 M. ex.				96	
" " " 2 M.	82 1/2	83			82 1/2
" " " Int. b'ds					
Virginia ds. ex-coup.	59	58	58 1/2	54 1/2	55 1/2
" " new	58 1/2	58 1/2	54	54 1/2	54 1/2



## New York Stock Exchange.

Actual Sale Prices for the week ending June 10.

Th. F. Sat. M. S. Tu. W. 10

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	118	118	118	118
U. S. 5s, 1871, coup.	118	118	118	118
U. S. 5s, 1874, reg.	118	118	118	118
U. S. 5s, 1874, coup.	118	118	118	118
U. S. 5s, 10-40s, reg.	106	106	106	106
U. S. 5s, 10-40s, coup.	106	106	106	106
U. S. 6s, 1881, reg.	112	112	112	112
U. S. 6s, 1881, coup.	112	112	112	112
U. S. 6s, '81, O.W.Ly.	112	112	112	112
U. S. 6s, 1881, " 47.	112	112	112	112
U. S. 6s, 1888, reg.	112	112	112	112
U. S. 6s, 1888, coup.	112	112	112	112
U. S. 6s, 5-20s, reg. '62.	108	108	108	108
U. S. 6s, 5-20s, c. '62.	112	112	112	112
U. S. 6s, 5-20s, reg. '64.	109	109	109	109
U. S. 6s, 5-20s, c. '64.	110	110	110	110
U. S. 6s, 5-20s, reg. '65.	107	107	107	107
U. S. 6s, 5-20s, c. '65.	110	110	110	110
U. S. 6s, 5-20s, r. n. '65.	113	113	113	113
U. S. 6s, 5-20s, c. n. '65.	113	113	113	113
U. S. 6s, 5-20s, r. n. '67.	113	113	113	113
U. S. 6s, 5-20s, c. n. '67.	113	113	113	113
7.30 Notes, 2d series.	109	109	109	109
" 3d series.	109	109	109	109

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 9.

W. 3 Th. 4. F. 5. Sat. 6. M. S. Tu. 9

Catawissa	27	27	27	27
Camden & Amboy	129	129	129	129
" 6s, '70.	93	93	93	93
" 6s, '75.	93	93	93	93
" 6s, '83.	91	91	91	91
" 6s, '89.	88	88	88	88
" mort. 6s, '89.	97	97	97	97
Elmira & W. Import.	31	31	31	31
" pref.	78	78	78	78
Lehigh Navigation	21	21	21	21
" 6s, '84.	83	83	83	83
" Gold L. 92	92	92	92	92
Lehigh Valley R. R.	65	65	65	65
" 6s, '83.	96	96	96	96
Little Schuylkill R. R.	40	40	40	40
" 7s.	57	57	57	57
Minehill	57	57	57	57
Morris Canal	74	74	74	74
" 6s, '76.	73	73	73	73
North Pennsylvania	92	92	92	92
" 6s.	10	10	10	10
Northern Central	46	46	46	46
Pennsylvania R. R.	53	53	53	53
" 1st m. 103	93	93	93	93
" 2d m. 98	93	93	93	93
Penn. State, 6s 1st series	107	107	107	107
" 6s, 2d series	110	110	110	110
" 6s, 3d series	109	109	109	109
" 6s, W. L.	104	104	104	104
Philadelphia City, 6s	98	98	98	98
" new 101	101	101	101	101
Philad. Germ. & Nor.	47	47	47	47
Phila. & Reading	47	47	47	47
" 6s, '86.	102	102	102	102
" 6s, '70.	102	102	102	102
Philadelphia & Erie	26	26	26	26
" 6s.	91	91	91	91
Philad. & Sunbury, 7s.	10	10	10	10
Schuylkill Navigation	20	20	20	20
" pref. 20	20	20	20	20
" 6s, '82	72	72	72	72
" 6s, '76	88	88	88	88
" 6s, '72	88	88	88	88
Susq. Canal	63	63	63	63
" 6s, '78.	63	63	63	63
Union Canal, pref.	14	14	14	14
" 6s, '83	14	14	14	14
Wyoming Valley Canal.	10	10	10	10
" bonds.	10	10	10	10
Hestonville, (Horse)	10	10	10	10
Chestnut & Wal.	54	54	54	54
Green & Coates, "	54	54	54	54
2d and 3d streets, "	54	54	54	54
Spruce & Pine, "	54	54	54	54

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 9.

W. 3. Th. 4. F. 5. Sat. 6. M. S. Tu. 9

Baltimore City 6s, 1875.	98	98	98	98
" 1880.	98	98	98	98
" 1890.	98	98	98	98
" 1893.	96	96	96	96
Balt. and Ohio	122	122	122	122
" b'ds, '75.	98	98	98	98
" 1880.	97	97	97	97
" 1885.	93	93	93	93
" 2d m.	72	72	72	72
Northern Central	46	46	46	46
" b'ds, 1885.	84	84	84	84
" 1900.	83	83	83	83
N. W. Va. 1st mort.	19	19	19	19
" 2d mort.	19	19	19	19
" 3d mort.	19	19	19	19
City Passenger R. R.	19	19	19	19

## Boston Stock Exchange.

Actual Sale Prices for the week ending June 10.

Th. 4. F. 5. Sat. 6. M. S. Tu. 9. W. 10

Boston and Albany	150	150	150	151
Boston and Lowell	150	150	150	151
Boston and Maine	139	139	140	140
Boston and Providence	139	139	139	139
Boston, Hartford & Erie	15	15	15	15
Cheshire, pref.	67	67	67	67
Concord	74	74	74	74
Connecticut River	124	124	124	124
Eastern	120	120	120	120
Fitchburg	120	120	120	120
Manchester & Law're	120	120	120	120
Michigan Central	120	120	120	120
Northern, N. H.	68	68	68	68
Ogdens & Lake Champ.	92	92	92	92
Old Colony & Newport.	92	92	92	92
Ph. W. & Baltimore	58	58	58	58
Portland, Saco & Ports.	94	94	94	94
Vermont & Canada	94	94	94	94
Vermont & Mass.	57	57	57	57
Broadway (Horse)	98	98	98	98
Cambridge	66	66	66	66
Metropolitan	67	67	67	67
Middlesex	50	50	50	50
Central Mining Co.	25	25	25	25
Copper Falls	14	14	14	14
Franklin	25	25	25	25
Huron	25	25	25	25
Isle Royale	25	25	25	25
National	25	25	25	25
Minnesota	25	25	25	25
Powable	25	25	25	25
Pittsburg	25	25	25	25
Quincy	25	25	25	25
Rockland	25	25	25	25

## London Stock Exchange.

The following were the closing prices for American Securities May 22d, and 29th:

	Closing	Prices.
	May 22.	May 29.
United States, 5-20s, 6 per cent 1882.	71 1/4 @ 71 1/2	72 1/4 @ 72 1/2
Do. do. 6 do. 1884.	69 @ 71	69 @ 71
Do. do. 6 do. 1885.	70 1/4 @ 70 1/2	71 1/4 @ 71 1/2
Do. do. 6 do. 1888.	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 55	52 @ 55
Do. 6 per cent	34 @ 35	36 @ 38
Atl. & Gt. Western, N. Y. sec., 1st	60 @ 65	60 @ 65
mort., 1880, 7 per cent	55 @ 60	55 @ 60
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	55 @ 60	55 @ 60
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do. consold. mort. bonds, 1890	31 1/4 @ 32 1/4	32 1/4 @ 33 1/4
Detroit and Mil. 1st mort. 7 p. c. 1864	57 @ 59	58 @ 60
Erie shares, \$100 (all paid)	45 1/4 @ 45	47 @ 48
Do. steril. 6 p. c. conv. bonds	70 @ 72	70 @ 72
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., \$100 shares (all paid)	95 1/4 @ 96 1/4	96 1/4 @ 97 1/4
Do. 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	104 @ 106	104 @ 106
Penn. R. R. bonds, 2d mort. con. 6 p. c.	93 @ 95	93 @ 95

## American Railroad Journal.

Saturday, June 13, 1868.

## Stock Exchange and Money Market.

There has been increased ease in money, since our last. The speculative and mercantile demand for accommodation has been much less animated. The Government and Stock Exchange firms have been in less need of aid, because of the diminished activity in their several lines. Produce and merchandise movements have been on a restricted scale, and the discount business has been comparatively dull. The street quotations on call loans have ranged from 2 1/2 @ 5 per cent. To the large operators in the public funds, money has been advanced, in some instances, as low as 2 per cent. in round sums. Few of the prominent Stock houses have had to pay over 4 per cent. for the requisite help. The range on strictly prime to good mercantile paper has been from 5 @ 7 per cent. per annum, as extremes. At these figures, the offerings of desirable grades of paper have been quite light. The city banks have reported a further addition of over three millions to their legal tender reserve, nearly 4 1/2 millions to their deposit line, with a loss of some 3 1/2 millions of specie. The loans have been augmented

by over 5 1/2 millions, chiefly by advances on, and investments in the National interest bearing securities. The U. S. Sub-Treasury has slightly reduced its cash reserve, but the business of the week has been on a much less extensive scale, in the line of both receipts and sales. The last debt statement of the Treasury Department shows a reduction during the month of May, of \$16,681,099 in the coin reserve, chiefly by coin interest disbursements; with an increase of \$11,104,984 in the currency hoard. The coin in the Treasury vaults on the 1st inst., amounted to \$90,228,559, including \$20,298,180 to the credit of private depositors; and the aggregate of currency was \$43,279,120, making a grand total of \$133,507,679 of cash on hand, on the 1st of June, of which there were in the U. S. Sub-Treasury in this city, \$94,677,580. It should be stated that the cash balance is larger, by fourteen or fifteen millions, than it would be had all the requisitions drawn by the War Department been presented before the close of the month. This fact, and the heavy interest payments in July, will prevent any decrease in the National debt for the next two months.

The specie reserve of the city banks is now \$14,328,531, against \$15,699,038 same time last year. The city bank deposits are now \$209,089,656, against \$184,730,335 week ending June 8, 1867. The legal tender reserve amounts to \$68,822,028, against \$55,923,107 same time last year. The circulation now stands at \$34,188,159, against \$23,719,088 same time last year. The loans are now \$273,792,367, against \$250,477,298 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$106,610,500 a day, against a daily average of \$102,336,375 the preceding week, and \$81,031,000 the week ending with May 23, 1868. The current week's exchanges average about \$105,560,267 a day. The city banks, last week, gained \$3,188,275 of legal tender, and \$4,342,691 in the deposit line, while they lost \$3,532,557 of their specie reserve. They increased their loans, \$5,614,877; and their circulation, \$42,553.

The New York Gold Exchange Bank reports for the week ending Saturday, the 6th day of June, 1868, the average amount of loans and discounts as \$1,140,070; average amount of specie, \$509,090; average amount of deposits, \$782,363.

The Philadelphia Bank movement the past week shows a decrease in loans of \$71,085; a decrease of \$12,790 in specie; a decrease in legal tenders of \$106,557; a decrease of \$155,497 in deposits; and an increase of \$3,708 in circulation. The Bank Clearings show an increase of \$3,662,948, and the balances, a decrease of \$251,864.

The U. S. Sub-Treasury receipts, week ending with June 6, were \$29,601,023, including \$1,900,178 from customs duties; payments, \$80,090,497, including \$667,000 of coin interest; balance at the close of the week, \$94,188,512, against \$94,677,986, at the close of the preceding week, showing a decrease of \$489,474. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,366,690 including \$367,799 from customs; and payments, \$2,139,520; on Tuesday, receipts, \$1,006,975 including \$363,000 from customs, and payments, \$861,798. The balance at the close



of business on Tuesday stood at \$94,560,853, against \$95,190,938, a week previous; and \$101,290,589 on May 26, 1868.

The coin certificates issued by the Sub-Treasury office, during May, reached \$8,173,750; and the new three per cent. certificates, \$21,670,000.

The outstanding amount of coin certificates on the 1st of June, was \$20,298,180, against \$19,357,900 on the 1st of May, 1868.

National Bank notes to the amount of \$197,775 were issued last week, making the total issue to 1,673 banks thus far, \$308,270,821, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$8,340,646, leaving, with the existing 1,639 banks, (having an aggregate capital of \$420,221,210,) an actual circulation at this date, of \$299,930,175. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,456,400; and for the public deposits, \$38,292,950—making a total of \$379,749,350. The Treasury Department last week redeemed and destroyed \$430,200 of worn and mutilated fractional currency, and issued \$370,094 of new. The outstanding amount of fractional currency on the 1st inst. was \$32,531,590, against \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Government revenues have been less prolific, since our last, in both forms of customs and excises. The excises, last week, yielded some three millions, against about four millions the preceding week; customs at the port of New York, \$1,900,118, and at the outports about \$635,000 (in coin) more, making the grand total income for the week equal to about \$6,550,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about \$179,000,000.

The warrants issued by the Treasury Department, during the month of May, 1868, to meet the requirements of the Government, amounted to in round numbers, \$46,498,000, as follows: Civil, miscellaneous and foreign intercourse, \$5,134,000; interest on public debt, \$29,000,000; war, \$9,943,000; navy, \$1,856,000; Interior, pensions and Indians, \$565,000. The warrants issued for the redemption of the public debt are not included in this aggregate.

Gold has been in moderately active request, mainly on speculative account, at from 139 $\frac{3}{8}$ @140 $\frac{1}{8}$ , leaving off on Wednesday at 139 $\frac{3}{8}$ @139 $\frac{3}{8}$ . Within the range, the offerings have been heavier than usual of late, largely by foreign houses, who look for an early decline in the premium, under the influence of the impending unprecedentedly heavy coin disbursements of the Treasury Department in July, the aggregate of which will be nearly 39 millions, as follows: Principal of sixes of 1867 and 1868, \$8,582,611; interest on do., \$217,509; interest on Fives of 1874, \$500,000; interest on Fives of 1871, \$175,550; interest on Sixes of 1881, \$8,510,316; interest on 5-20s of 1865 and 1867, about \$21,000,000. There has been a less active customs inquiry for coin, averaging \$365,500 a day. The export call has been less extensive. The shipments on Tuesday and Wednesday of the current week amounted to \$1,145,349.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$3,390,563, against \$1,056,573 same time last year. The customs demand for Gold last week, averaged \$316,686 a day; thus far, this week, it has been equal to \$365,500 a day, or equal to a weekly aggregate of \$2,193,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$128,190, and from California, \$1,001,920. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$107,445,794, against \$116,732,903 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$33,843,804, against \$36,641,590 same time in the preceding fiscal year, showing a decrease of \$2,797,786 in 1867-'68. The exports of specie from this port, last week, were \$3,575,594, against \$2,261,821 same week last year. The exports of specie, hence, since July 1, 1867, have been \$69,051,560, against \$36,884,510 same time in 1866-'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$667,000, and since July 1, 1867, \$72,372,637, against \$53,570,310 same time in 1866-'7. The specie exports from San Francisco, from Jan. 1, to May 21, 1868, were \$15,870,900, against \$13,680,512 same time last year.

Government disbursed \$17,053,377 of coin interest through the local office, in May.

Government received \$3,151,460 from customs at the port of San Francisco, from Jan. 1, to May 21, against \$2,834,003 same time last year.

Foreign exchange has been in somewhat better request, and rates having been very well supported on rather light offerings. Bankers' prime sixty day bills on London closed on Wednesday at 109 $\frac{3}{8}$ @110 $\frac{1}{8}$ , and on Paris to 5.16 $\frac{1}{4}$ c.@5.12 $\frac{1}{2}$ ; sight bills on London to 110 $\frac{3}{8}$ @110 $\frac{3}{8}$ , and on Paris to 5.11 $\frac{1}{4}$ c.@5.10. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,546,370, against \$3,829,587 same week last year; total, since July 1, 1867, \$169,187,845, against \$181,912,965 same time in 1866-'67.

Government securities have been in less demand, since our last. There has been much less speculative activity, and though the home and foreign investment inquiry has been fair, it has fallen far short of the urgent call of the preceding week or two. Within a few days, the exportable bonds have been in most request, but the price has been slightly depressed, partly by the adverse influence of the reported increase of \$9,717,059 in the net aggregate of the public indebtedness, during the month of May. While, however, the Seven-thirty loan has been formally reported as having been reduced nearly 58 millions, or to \$105,610,650, against \$163,490,250 on the 1st of May, it is known that this special form of indebtedness was cut down by direct purchase, or by conversion, some 15 to 20 millions more. The discrepancy between these figures is doubtless due to the fact of the Department having been unable to complete the examination of the notes in

time to include the entire exchanges in the statement, so that a certain balance of unexamined notes is carried over to the June account, and reckoned in the currency balance; which, again, must account for the unexpectedly large increase of \$11,104,984 in the currency on hand. The outstanding issues of Five-twenty coin bearing bonds have been increased some \$52,695,150, during the month; and to the Ten-forty loan, \$4,865,000 have been added. Some 23 millions of matured Compound Interest Notes have been redeemed, chiefly by the issue of \$21,670,000 of new three per cent. certificates. The Treasury office held on the 1st inst., \$69,930,379 in gold coin, as the absolute property of the Government. The outstanding aggregate of Compound Interest Notes is \$29,617,250, including \$21,604,890 yet to mature, and \$8,012,360 past due, but not presented for redemption. Nearly two millions were added to the Pacific Railroad bonds.

U. S. sixes of 1881 closed here on Wednesday at 116 $\frac{1}{2}$ @116 $\frac{3}{4}$ ; U. S. Five-twenties of 1862, 112 $\frac{1}{8}$ @112 $\frac{1}{4}$ ; U. S. Five-twenties of 1864 at 110@110 $\frac{1}{4}$ ; U. S. Five-twenties of 1865 at 110 $\frac{1}{4}$ @110 $\frac{3}{8}$ ; U. S. Five-twenties of 1865, consolidated, 112 $\frac{3}{4}$ @113; U. S. Five-twenties of 1867, 112 $\frac{3}{8}$ @113; U. S. Ten-forties at 105 $\frac{3}{4}$ @106, and U. S. Seven-thirties at 109 $\frac{1}{2}$ @109 $\frac{3}{8}$ . The brokers are buying the compound interest notes at the following rates, and selling at an advance of  $\frac{1}{8}$ @ $\frac{1}{4}$  of 1 per cent. on these figures:

August, 1865....118 $\frac{1}{2}$  | October, 1865....117 $\frac{1}{2}$   
September, 1865....118 |  
U. S. three per cent. certificates .....100 $\frac{1}{4}$

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 27.	June 3.	June 10.
Consols.....	95 $\frac{3}{8}$	96 $\frac{1}{2}$	95
U. S. 5-20s of 1862....	72	72 $\frac{3}{8}$	73
Erie.....	46	46	46 $\frac{1}{4}$
Ill. Central.....	96	97 $\frac{1}{2}$	101 $\frac{1}{4}$

Railway and miscellaneous stocks have been much less freely dealt in, since our last, and there has been decidedly less buoyancy in price. State and railway bonds and mortgages have been in good investment demand, at generally very satisfactory rates.

The produce markets have been much less active, in all the leading lines. Breadstuffs, cotton and provisions close quite heavily, as regards price, as a rule. Middling upland cotton closed spiritlessly on Wednesday at 29 $\frac{1}{2}$ @30 cents, per lb. The stock of cotton now here is estimated at about 65,000 bales. The receipts at the port this week, have averaged only about 850 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,141,000 bales, against 1,751,000 bales same time last year; exports, same time 1,630,000 bales, against 1,358,000 bales same time last year; stock on hand at latest dates, 143,000 bales, against 278,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in less demand and depressed in price, ranging from 15@18c. per lb.; week's receipts, \$6,357. Veal calves have been more active and firmer, at from 8@13c. per lb.; receipts, \$1,969. Sheep and lambs have been in fair request, at from 5@8 $\frac{1}{2}$ c. per lb.; receipts, \$13,008. Swine have been moderately dealt in at a trifle lower prices, ranging from 7 $\frac{1}{2}$ @8 $\frac{3}{4}$ c. per lb.; receipts, \$14,787. There has been less movement in foreign merchandise, though the tendency of prices



has been in favor of buyers. A leading house in the Custom trade has been forced to suspend payments. The total imports of foreign dry goods, last week, were \$1,047,219, and the total amount marketed \$1,041,697. The value of foreign merchandise imported last week, was \$3,212,121—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,259,340, against \$4,225,685, same week last year; total since July 1, 1867, \$226,552,804, against \$255,633,707 same time in 1866-'67. The freight market has been unusually dull and heavy, since our last. For Liverpool we quote flour at 1s. by sail, and 1s. 5d. by steamer, per bbl.; grain at 2¼d. @ 3½d. by sail, and 2@2½d. by steamer, per bushel; cotton at ¾ @ 1½d. by sail, and 1½d. by steamer, per lb.; and heavy goods at 7s. 6d. @ 25s. by sail, and 10s. @ 30s. by steamer, per ton. Total number of vessels in port on Wednesday 509.

The New York exports, exclusive of specie, for the week ending June 9, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$3,829,567	\$2,546,370
Prev. reported.....	83,391,741	75,498,590

Since January 1.....\$87,221,328 \$78,044,960

The imports for the week ending June 6th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$1,010,414	\$1,047,219
Gen. merchandise.....	3,215,271	3,212,121

Total for the week.....\$4,225,685 \$4,259,340  
Previously reported....109,605,902 101,743,795

Since January 1.....\$113,831,587 \$105,003,135

The balance in the Sub-Treasury on Wednesday was \$97,493,746 32.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Buffalo, New York and Erie 1st mort., 94; Chicago and Milwaukee 1st mort., 94¼; Peninsular 1st mort., 90; Rensselaer and Saratoga R.R., 90½; do., 1st mort., 100; Great Western 1st mort., 1868, 102; Troy, Salem and Rutland 1st mort., 100; Toledo, Peoria and Warsaw 1st mort. E. D., 84½; do., W. D., 79; Ohio and Miss. consol. bonds, 89; Indianapolis and Cincinnati R. R., 53; Hannibal and St. Joseph R. R., 87½; do., pref., 91; Chicago and Great Eastern, 37½; Norwich and Worcester, 90; Brooklyn 6s, W. L., 97¼; New York State 7s, Bounty Loan, reg., 111; Georgia 7s, 96½; Boston Water Power Co., 22; Central Coal, 50; Adams' Express Co., 57½; Merchants' Union Exp., 28¼; Wells-Fargo Exp., 27; American Exp., 54¼; Union Navigation, 24; Western Union Telegraph, 38½; do., bonds, 82; Bankers' and Brokers' Ass., 114½; Bank of North America, 111; Bank of Commerce, 130; Bank of New York, 140; Am. Ex. Bank, 120; Bank of Commonwealth, 115; Park Bank, 155; Benton Gold, 0.25; Black Hawk Gold, 6.05; Burroughs, 0.10; Consolidated Gregory Gold, 4.60; Davidson Copper, 0.65; Edgehill Mining, 4.45; La Crosse Gold, 0.40; Montana Gold, 0.40; New York Gold, 0.65; Ogima Copper, 4.50; Quartz Hill Gold, 1.20; Rynd Farm, petroleum, 0.15; Rutland Marble, 16.00; Smith and Parmelee, 3.30; United States, petroleum, 1.75; Wallkill Lead, 0.21.

**Philadelphia.**—Belvidere Delaware 2d mort., 86¼; Lehigh Nav. 6s, R.R. Loan, 87; Schuylkill Nav. 7s, Boat Loan, 75; West Jersey R. R. 6s, 92½; Western Penna. R. R. bonds, 82; Westchester 7s, 97¼; North Penna. scrip, 83; Chestnut and Walnut streets R.R. 6s, 85; Germantown Passenger R. R., 26; Allegheny Co. 5s, 20-year, 80; Keystone Zinc, 1½; Butler Coal, 5; Big Mt. Coal, 5¼; Fulton Coal, 5½; Locust Mt., 46; Ocean Oil, 1¼; McElroy Oil, ¼; Bank of North America, 252; Consolidation Bank, 43¼; Union Bank, 61; Farmers' and Mechanics' Bank, 128¼; Mechanics' Bank, 31¼; Commercial Bank, 58; Philadelphia Bank, 161. The latest quotations are: City 6s, 98½ @ 98¾; do., free of tax, 101½ @ 101¼; State 5s, reg., 99½ @ 100; do., coupon, 98 @ 99½; do., 6s, W. L., 104 @ 104½; Reading, 46½ @ 47; do., 6s, 1870, 102¼ @ 103¼; do., bonds, 94 @ 94½; Camden and Amboy, 127 @ 127½; do., mort. 6s, 1889, 96 @ 96½; do., 1883, 91 @ 91½; Penn. R. R., 52½ @ 52½; do., 1st mort., 102½ @ 103½; do., 2d mort., 98 @ 98½; Little Schuylkill R. R., 43 @ 44; Morris Canal, 35 @ 50; do., pref., 73¼ @ 74½; do., bonds, 86 @ 90; Wyoming Valley Canal, 40 @ 40; do., 6s, 79½ @ 83; Susquehanna Canal, 15½ @ 16; do., 6s, 63½ @ 64; Sch. Nav., 10 @ 12; do., pref., 20 @ 20½; do., 6s, 1882, 73¼ @ 75; Union Canal bonds, 14 @ 14; Delaware Div. Canal, 47½ @ 50; do., bonds, 82 @ 82; Elmira and Williamsport, 31½ @ 32; do., pref., 42 @ 45; do., 7s, 1873, 98 @ 100; do., 5s, 60 @ 62; Lehigh Coal and Navigation, 22 @ 22½; do., bonds, 1884, 84 @ 84; North Pennsylvania, 33 @ 34; do., 6s, 92 @ 93; Philadelphia and Erie, 26½ @ 26¼; do., 6s, 91 @ 92; Minehill, 57½ @ 58; Catawissa, 7 @ 10; do., pref., 27 @ 27½; Lehigh Valley, 55½ @ 55¾; do., bonds, 95 @ 95½; Fifth and Sixth streets, (horse,) 36 @ 40; Second and Third, 54¼ @ 54¼; West Philadelphia, 65 @ 66; Spruce and Pine, 20 @ 23½; Green and Coates, 31 @ 31¼; Chestnut and Walnut, 46 @ 47; Thirteenth and Fifteenth, 14 @ 16; Girard College, 26 @ 26½; Tenth and Eleventh, 68 @ 70; Union, 41 @ 44; Hestonville, 10½ @ 11.

**Boston.**—Stanhed, Shefford and Chambly 7s, 76; Central Pacific R. R. 6s, gold, 101½ @ 102½; Union Pacific R. R. 6s, gold, 101¼; Vermont Central and Vermont and Canada 8s, 103; Vermont and Massachusetts 6s, 1883, 95¼; Boston, Hartford and Erie 7s, 70; do., new, 64; Kansas City and Cameron R. R. 10s, 107¼; Vermont Central 1st mort., consolidated, 77½; Ogdensburg and Lake Champlain pref., 103; do., Equipment 8s, 102; Connecticut and Passumpsic Rivers R.R., 85¼; Summit Branch R.R., 187½; Rutland R. R., 32; Boston Water Power Co., 21¼; Cary Imp., Co., 10¾; Waverly Land Co., 1¼; Ophir (N. S.) Gold, 1.20; Massachusetts 6s, 5-20s, currency, 103½; do., 1876, gold, end., 116¼; do., 1872, 126; do., 1871, 130; do., 5s, 1894, gold, 112½; New Hampshire 6s, 1870, 100½; Maine 6s, 1889, 100½; Chicago 7s, 1892, River Imp., 98¼; do., sewerage, 98½; do., 1890, W. L., 98¼; Boston 6s, 1876, currency, 103; do., 5s, 1871, 126¼; do., 1874, 115¼; do., 1878, 112¼; do., 1883, 109; Portland 6s, 1870, R. R., 97; Hartford 6s, 1879, W. L., 99¼; St. Louis 6s, 1888, sewerage, 87; do., Municipal, 87¼; Cambridge 6s, 1882, 89¼; Salem 6s, 1883 @ 1889, 100; Albany 6s, 1896, 96½; Cook Co., Ills., 7s, 96; Charlestown 6s, 100; Everett National Bank,

107½; Hide and Leather National Bank, 107; Howard National Bank, 110; Merchants' National Bank, 121; Maverick National Bank, 112½; National Bank of Redemption, 116¼; National Bank of Commerce, 122¼; North National Bank, 118; Old Boston National Bank, 67¼; State National Bank, 107½; Third National Bank, 119¼; Traders' National Bank, 101¼; Webster National Bank, 110; Allouez Mining Co., 3¾; Bullion Consolidated, 70c; Concord, 3½; Calumet, 27; Hancock, 4¼; Humbolt, 60c; Superior, 1; South Side, 54c; Winthrop, 70c.

**Baltimore.**—York and Cumberland 1st mort., 1870, 99; do., 3d mort., 1877, guar., 93; Richmond and Danville R. R. bonds, 69½; Western Maryland 1st mort., 96; Virginia Central 4th mort. 8s, 85½; Virginia 6s, old, reg., 44; do., 1866, 44¼; do., 1867, 44; Atlantic Coal, 1.60; Virginia Coal and Iron, 0.80; George's Creek, 55; Mechanics' Bank, 11; Union Bank, 61½; Bank of Commerce, 28; People's Bank, 17; Third National Bank, 111½; Marine Bank, 32½; Farmers' and Planters' Bank, 33½. The latest quotations are: Balt. and Ohio, 122 @ 123; do., 6s, 1875, 98 @ 99; do., 1880, 98 @ —; do., 1885, 97½ @ 98; Northern Central, 46¼ @ 46½; do., bonds, 1885, 84¼ @ 85; do., 1900, 82½ @ 83; Parkersburg Branch, 27 @ 28; N. W. Va., 1st mort., 96 @ 96¼; do., 2d mort., 94 @ 95; do., 3d mort., 1873, 92 @ 95; do., unguaranteed, 20 @ —; Marietta and Cincinnati 7s, 1891, 93¼ @ 94; do., 2d mort., 72½ @ 72½; Central Ohio, 37 @ 37½; do., 1st mort., 86¼ @ 86½; Western Md. 6s, 1890, 80 @ —; do., guar., 95 @ 95; Baltimore 6s, 1870, 98 @ 98½; do., 1873, 96 @ —; do., 1875, 98¼ @ 98¾; do., 1886, 99 @ 99; do., 1890, 97 @ 98½; do., 1893, 95½ @ 96½; do., 6s, 1888-70, 80 @ 80; City Passenger R. R., 19½ @ 20; George's Creek, 53 @ 58; Santa Clara, 1.50 @ 3.00; Atlantic Coal, 1.55 @ 1.65.

#### A. S. Thorp & Co.

We have seen an inventory of the different articles which compose the varied and most complete stock of this firm, and found it to embrace nearly 2,500 items. Of these we may mention, as a specialty manufactured by them, their famous Car-Seat Springs, the most durable and excellent known to the trade.

Messrs. A. S. Thorp & Co. import extensively from England, France and Germany; their importations of Reps and Damask Furniture Coverings being in about equal proportions from each of those countries, and composing the largest assortment of those goods in New York. Their customers are to be found in every State of the Union, without a single exception, and the long established name of the house is in the keeping of those who know best how to prize and to preserve it.

#### Hudson River Railroad.

At the annual meeting of this company on the 8th inst., the following named gentlemen were elected directors for the ensuing year: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, John M. Tobin, D. Thomas Vail, James H. Banker, Oliver Charlick, William A. Kissam, Joseph Harker, M. H. Sanford, Samuel Barton, James M. Marvin. Upon organization Cornelius Vanderbilt was re-elected President, William H. Vanderbilt, Vice President, and Augustus Schell, Secretary.



**Railroad Earnings.—Weekly.**

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week in June, 1868, were ..... \$86,147 00  
Corresponding week of 1867 ..... 71,065 00

Increase ..... \$15,072 00

The earnings of the Chicago and Northwestern Railroad for the 1st week in June, 1868, \$283,414 54  
Corresponding week previous year .. 211,984 13

Increase ..... \$71,430 41

The earnings of the Chicago and Alton Railroad for the 1st week in June, 1868 .. \$71,764 00  
Corresponding period previous year .. 79,000 00

Decrease ..... \$7,236 00

The earnings of the Detroit and Milwaukee Railroad for the first week in June, 1868, were ..... \$35,853 53  
Corresponding week of 1867 ..... 34,832 10

Increase ..... \$1,021 43

The earnings of the Milwaukee and St. Paul Railroad for the first week in June, 1868, were ..... \$131,000 00  
Corresponding week of previous year 91,517 00

Increase ..... \$39,483 00

**New Jersey Railroad and Transp. Co.**

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected directors for the ensuing year: D. S. Gregory, Henry R. Remsen, Hamilton Fish, George R. Chetwood, A. L. Dennis, M. A. Howell, Ferdinand Suydam, Isaac W. Scudder, N. Perry.

At a subsequent meeting of the directors, the following officers were re-elected: Alfred L. Dennis, President; Hamilton Fish, Vice President; H. J. Southmayd, Treasurer; F. W. Rankin, Secretary.

The gross receipts of the road for 1867, were \$1,865,303 36, the expenses, \$1,019,153 71, and the net receipts, \$846,149 65; an increase, as compared with the previous year, in gross earnings of \$94,440 46, in expenses of \$37,306 25, and in net receipts of \$57,134 71.

The receipts for the first four months of the present year, (January to April, 1868, inclusive,) compared with the corresponding period of 1867, have been as follows:

	1867.	1868.
Way and through pass.	\$344,879 16	\$343,926 47
Way and through fr'ght	99,965 95	132,558 30
Commutation .....	35,599 91	38,709 31
Miscellaneous .....	11,685 43	11,288 72
Erie & Northern roads	7,421 21	7,507 27
	\$499,551 67	\$533,990 07

**Bangor and Piscataquis Railroad.**

At the annual meeting of this company at Bangor, Me., on the 3d inst., the following board of directors was chosen: Hannibal Hamlin, Isaiah Stetson, Franklin Muzzy, Chas. Hayward, Geo. W. Ladd, Joab W. Palmer, John B. Foster, Bangor; Phineas Tolman, Milo; A. G. Lebrooke, Foxcroft; A. M. Robinson, Charles Kimball, Dover; and, on the part of the City of Bangor, Moses Giddings and A. G. Wakefield.

At a subsequent meeting of the directors, Hannibal Hamlin was chosen President, and Isaiah Stetson, Treasurer.

The bids for the construction of about 40 miles of the road, from Bangor to Dover and Foxcroft, were opened, and on the 4th, the contract for

building it the whole way was awarded to Mr. Jones of Lewiston, and Mr. Andrews of Biddeford, for \$19,850 per mile, including depots and everything but rolling stock, to put the road in first class running order. The price is regarded as exceedingly favorable, much more so than was anticipated. The work is to commence at once.

**The Public Debt.**

The following is a comparative statement of the Public Debt of the United States May 1, and June 1, 1868:

**DEBT BEARING COIN INTEREST.**

	May 1, 1868.	June 1, 1868.
Five per cent. bonds..	\$215,947,400.00	\$220,812,400.00
Six per cent. bonds of 1867 and 1868.....	8,688,241.80	8,582,641.80
Six per cent. bonds of 1881.....	283,677,200.00	283,677,200.00
Six per cent. Five-twenty bonds.....	1,442,065,450.00	1,494,755,600.00
Navy pension fund..	13,000,000.00	13,000,000.00
Total .....	\$1,963,378,291.80	\$2,020,827,841.80

**DEBT BEARING CURRENCY INTEREST.**

	May 1, 1868.	June 1, 1868.
Six per cent. bonds..	\$23,982,000.00	\$25,902,000.00
Three-year compound interest notes.....	44,573,690.00	21,604,890.00
Three-year seven-thirty notes.....	163,490,250.00	105,610,650.00
Three per cent. certificates.....	28,330,000.00	50,000,000.00
Total .....	\$260,375,930.00	\$203,117,540.00

**MATURED DEBT NOT PRESENTED FOR PAYMENT.**

	May 1, 1868.	June 1, 1868.
Three years Seven-thirty notes, due Aug. 15, 1867.....	\$1,075,950.00	\$947,500.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, 1868.....	4,745,280.00	5,012,360.00
Bonds of Texas indemnity .....	256,000.00	256,000.00
Treasury notes, acts July 17, 1861, and prior thereto.....	155,461.64	155,211.64
Bonds, April 15, 1842	6,000.00	6,000.00
Treasury notes, March 3, 1863.....	616,192.00	555,492.00
Temporary loan.....	1,032,400.00	883,639.00
Certificates of indebtedness .....	18,000.00	18,000.00
Total .....	\$7,905,283.64	\$8,834,202.64

**DEBT BEARING NO INTEREST.**

	May 1, 1868.	June 1, 1868.
United States notes ..	\$356,144,727.00	\$356,144,212.00
Fractional currency..	32,450,489.94	32,531,589.94
Gold certificates of deposit .....	19,357,900.00	20,298,180.00
Total .....	\$407,953,116.94	\$408,973,981.94
Total debt.....	\$2,639,612,622.38	\$2,643,753,566.38

**AMOUNT IN THE TREASURY.**

	May 1, 1868.	June 1, 1868.
Coin.....	\$106,909,658.00	\$90,228,559.31
Currency.....	32,174,136.82	43,279,120.33
Total .....	\$139,083,794.82	\$133,507,679.64

Amount of debt less cash in the Treasury.....\$2,500,528,827.56 \$2,510,245,886.74

By comparing this with the statement of May 1, it is shown that the debt bearing coin interest has increased \$57,449,550; the debt bearing currency interest has decreased \$57,258,390; the matured debt not presented for payment has increased \$923,919; and the debt bearing no interest has increased \$1,020,865—making the increase in the total debt since May 1, 1868, \$4,140,944. The amount of coin in the Treasury during the same period has decreased \$16,681,098 69, and the amount of currency has increased \$11,104,983 51—leaving the amount of debt less cash in the Treasury June 1, \$9,717,059 18 more than on May 1st.

**Rensselaer and Saratoga Railroad.**

At the annual meeting of this company on the 1st inst., the following gentlemen were unanimously elected directors for the ensuing year: George H. Cramer, Joseph M. Warren, George B. Warren, Daniel Southwick, George M. Tibbitts, E. Thompson Gale, George Dauchy, John A. Griswold, Thomas White, J. L. Van Schoonhoven, and William Howard Hart, of Troy, Benjamin E. Bates, of Boston, and Daniel S. Miller, of New York.

At a subsequent meeting of the directors, George H. Cramer was unanimously re-elected President, and Joseph M. Warren, Vice President.

The following gentlemen were on the same day elected as directors of the Saratoga and Schenectady Railroad Company: Le G. B. Cannon, John Cramer, George B. Warren, N. Lockwood, James M. Marvin, Stephen E. Warren, Geo. Tibbitts, Henry C. Lockwood, Wm. A. Shepard.

**Chicago and Northwestern Railway.**

The following is a comparative statement of the earnings of this road for the fiscal years ending May 31, 1867 and 1868:

	1867.	1868.
From passengers ..	\$2,945,016 19	\$3,576,865 55
" freight.....	6,649,589 81	8,260,084 50
" express.....	346,016 37	464,342 09
" mail .....	124,485 27	175,656 80
" miscellaneous	96,627 81	133,543 70

Total.....\$10,161,735 45 \$12,610,492 64

This shows an increase in 1867-'68, of \$2,448,757 19, viz: in earnings from passengers, \$631,849 36; freight, \$1,610,494 69; express, \$118,325 72; mail, \$51,171 53; miscellaneous, \$36,915 89.

The earnings of the Atlantic and Great Western Railway, from 1st April, 1867, (the commencement of the receiver's fiscal year,) to 31st March, 1868, were \$5,126,377 90; for the same period last year, \$5,648,804 94—decrease, \$522,427 04.

ESTABLISHED 1821.

## RAILROAD UPHOLSTERY GOODS.

Plushes, Reps, Damasks,  
Curled Hair, Car-Seat Duck,  
CAR-SEAT SPRINGS,  
AND ALL UPHOLSTERERS' SUPPLIES.

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SHAFTING, BAR & BAND IRON,

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AXE, PICK & MATTOCK POLLS.  
MORRISON, COLWELL & PAGE,  
OFFICE, TROY, N. Y.

**Hemp Packing.**

BEST HACKLED HEMP PACKING,

For Sale by

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The undersigned are prepared to furnish Railroad Ties of Hackmatack, Cedar, Pine, Hemlock and Spruce in any quantity. Also every description of Northern and Southern Pine, Oak and Spruce for Railroad Cars, Bridges, &c., &c.

**BRADFORD & RENICK,**  
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Successor to McCall & Strong, 64 Beaver St.,  
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And Negotiates MORTGAGE BONDS therefor.  
IMPORTS ON ORDER,

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And opens Bankers' Credits when needed.

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FOREIGN & AMERICAN

## IRON &amp; STEEL RAILS,

Of all Weights and Patterns.

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Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

## Iron Bridges and Roofing.

Plans and Estimates furnished on application.

65 WALL STREET, New York.

JOHN W. GOULD.

EDWARD P. BIGELOW.

## 600 MILES

OF THE

UNION PACIFIC  
RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

## GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

- I.—A Government Grant of the right of way, and all necessary timber and other materials found along the line of its operations.
- II.—A Government Grant of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.
- III.—A Government Grant of United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.
- IV.—A Government Grant of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and no more. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid

with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—A Capital Stock Subscription from the stockholders, of which over Eight Million Dollars have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—Net Cash Earnings on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

## First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for \$1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 30 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

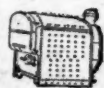
And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

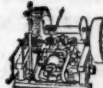
JOHN J. CISCO, Treasurer, New York.

MAY 25, 1868.



**ANDREWS'**

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## Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

## HOISTING MACHINES,

Run without noise.

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Pass Sand and Gravel without injury.

Capacity 100 to 40,000 Gallons per minute.

## OSCILLATING ENGINES,

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P. N. BRENNAN, Treas.

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Car Wheel, Tire & Machine Co.  
Wilmington, Del.

## FOR SALE.

Two New First-class Locomotive  
Engines and Tenders of 4 ft. 8 1-2  
in. Gauge—Cylinders 16x24, Drivers 5 ft.  
diam.

**KASSON & CO.,**

119 Broadway, N. Y.

P. O. Box 5, 195.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW  
RAILROAD COMPANY, No. 26 EXCHANGE PLACE,  
New York, May 14, 1868.

**NOTICE TO THE BONDHOLDERS AND**  
shareholders of the Toledo, Peoria and Warsaw  
Railroad Company of Illinois. You are hereby notified  
that a meeting of the bondholders and shareholders of this  
Company will be held in this City on the 15th day of June  
next at the office of the Company, between the hours of  
10 and 2 o'clock, to vote upon the question of the extension  
of the road from La Harpe to Burlington, Iowa, and  
from Warsaw to Quincy, Illinois, to connect with the Government  
bridges at those places, and to authorize the  
Board to contract for the building of the same, and to issue  
sinking fund bonds of the Company bearing interest at  
eight per cent., at the rate of fifteen thousand dollars  
(\$15,000) per mile upon such extensions or branches for  
said purpose, or upon any other plan that may be presented  
you at said meeting for the purpose of raising the necessary  
funds for building the extensions, and upon any other  
subject that may be offered for consideration at said meeting.

Per order of the Board,  
CHARLES L. FROST, President.

**PENNSYLVANIA RAILROAD COMPANY,**  
Treasurer's Department.

PHILADELPHIA, May 2, 1868.

**NOTICE TO STOCKHOLDERS.**—The Board of Directors have this day declared a semi-annual dividend of **THREE PER CENT.** on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of **FIVE PER CENT.**, payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.  
THOMAS T. FIRTH,  
8121  
Treasurer.

**OFFICE PENNSYLVANIA RAILROAD COMPANY,** Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

- 1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.
- 2d. Twenty-five per cent. on or before the 15th day of December, 1868.
- 3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

8121

THOMAS T. FIRTH,  
Treasurer.

## INSTRUMENTS.

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MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

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**PIG IRON,**

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Wrought and Cast Scrap Iron,

OLD RAILROAD IRON,

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Copper, Brass &amp; Lead.

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C. V. MEAD &amp; Co.,

Manufacturers of Superior Quality

OF

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**CAR SPRINGS,**

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

## TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

R. L. HUTCHINSON.

R. E. MANNING.

G. W. NORTON.

**Wrought Iron Beams & Girders.****THE UNION IRON MILLS**  
PITTSBURG, PA.

The attention of Engineers and Architects is called to our Improved Wrought Iron

**BEAMS & GIRDERS, (Patented,)**

In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address

The UNION IRON MILLS, Pittsburg, Pa.

**HARRISBURG FOUNDRY**

—AND—

**MACHINE WORKS,**

(Branch of Harrisburg Car Manufacturing Co.,)

HARRISBURG, PENN.,

MANUFACTURERS OF

**MACHINISTS' TOOLS,**

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, etc.

W. T. HILDRUP, Treasurer.

**HTE. PETIN GAUDET & CIE.,**

Rive de Gier, (Loire,) France.

American Office, Henry Champin, Sole Representative,

No. 75 John Street, Office of Messrs. Tyng &amp; Co., New York.

**Cast Steel Tires,**

CAST STEEL AXLES, SPRINGS, PLATES, &amp;c.,

CAST, TOOL, SPRING &amp; CUTLERY STEEL OF SUPERIOR QUALITY.

**SOLID ROLLED IRON BRIDGE AND BUILDING BEAMS,**

(To 100 feet in length and 40 inches in height.)

Iron and Steel Angles, Channels, &amp;c. Heavy Forgings of every description, in Iron and Steel.

**SOLE MANUFACTURERS OF THE BELLEVILLE SPRING.****Safety Railroad Switch.**

MAIN TRACK UNBROKEN.

I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy **THE PERFECT IMMUNITY FROM ACCIDENT** caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

**WM. WHARTON, Jr., Patentee,**

Box No. 2745 Philadelphia, Pa.,

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

**OXFORD IRON COMPANY,**  
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**Cut Nails, Cut Spikes**

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**RAILROAD SPIKES,**

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**C. F. I. & C.** For Cost, Freight, Insurance, and Commission, any production of Great Britain can be procured at the lowest market rates, through Messrs. **BELDING, KEITH & Co.,** American Bankers and Merchants, 80, Lombard Street, London. Orders by Cable promptly executed. Circulars issued weekly on application.

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The plan of this School embraces a three-years' course for the degree of **ENGINEER OF MINES**, or **BACHELOR OF PHILOSOPHY.**

For admission, candidates for a degree must pass an examination in Arithmetic, Algebra, Geometry and Plain Trigonometry. Persons not candidates for degrees are admitted without examination, and may pursue any or all of the subjects taught. The next session begins October 7th, 1867. The examination for admission will be held on October 3d. For further information, and for catalogue, apply to

**DR. C. F. CHANDLER,**

Dean of the Faculty.



# THOMAS FIRTH & SONS, SHEFFIELD, ENGLAND,

Manufacturers of  
**HAMMERED CAST STEEL LOCOMOTIVE TIRES,  
CRANKS AND AXLES.**

ALSO SUPERIOR CAST STEEL FOR AXES, TOOLS, SPRINGS, ETC.

**ABBOTT & HOWARD, AGENTS.**

81 JOHN STREET, New York.

57 KILBY STREET, Boston.

**U. S. RAILROAD SCREW SPIKE COMPANY,**

NO. 45 CLIFF STREET, NEW YORK,

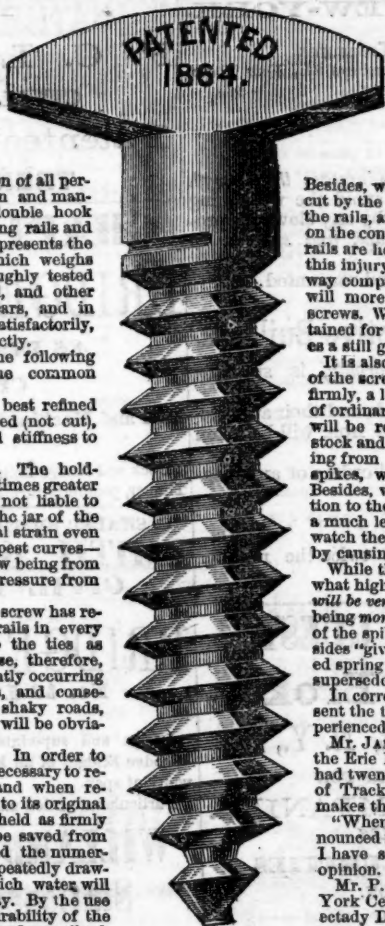
MANUFACTURERS OF MONTIGNANT'S PATENT

## RAILROAD SCREW SPIKE.

HENRY YOUNG, President.

G. B. HUBBELL, Secretary

HUBBELL & VANHOESEN,  
Agents.



Works at

OSSINING,

Westchester Co., N. Y.

We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

*First.*—They are made of the best refined iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

*Second.*—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

*Third.*—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERGENS, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the ties as the day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division), says, January 9th, 1866:—

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Manufacturers for the American Meter Company of their Patent Dry Center Valve for changing Purifiers.

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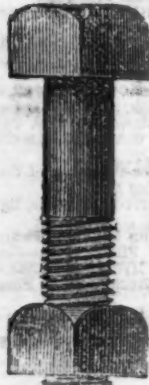
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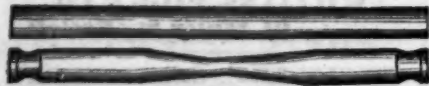
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